

The Motor Cycle

11 SEPTEMBER 1958 NINEPENCE

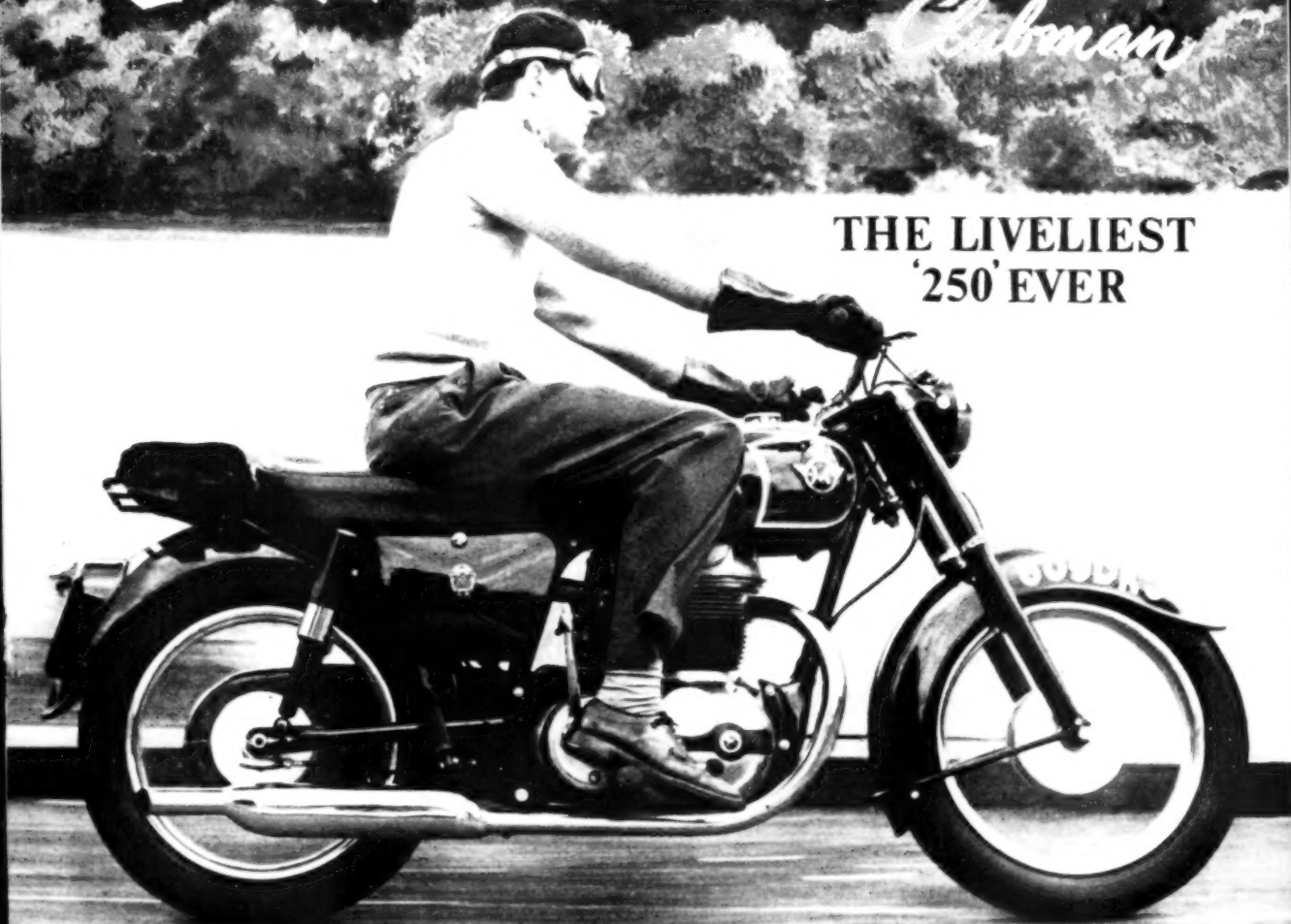
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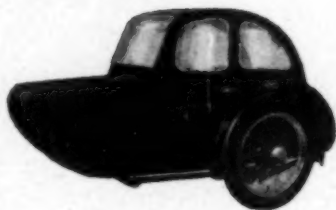
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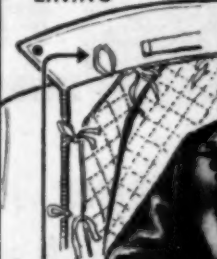
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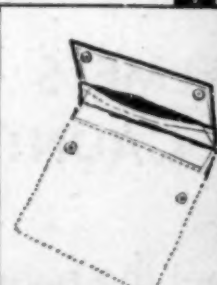
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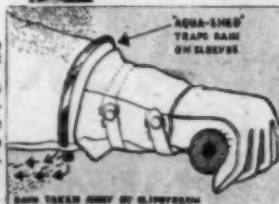
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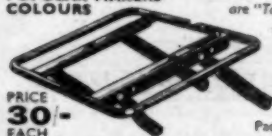
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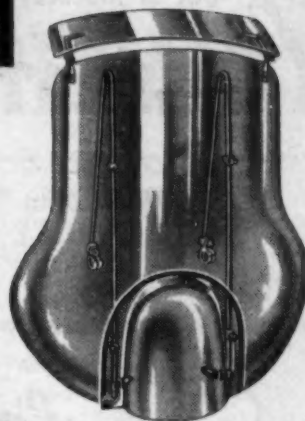
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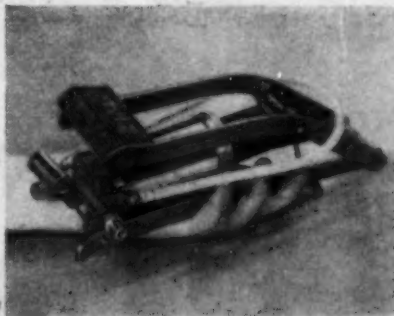
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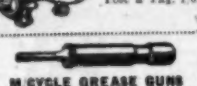


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Children's, Ladies' and Gent's. Sizes 61-71.
In Black and White. (Photo: "Water Cupling")

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★ No liner peakless helmet obtainable at this price. Ladies' and Gent's. Sizes 61-71.

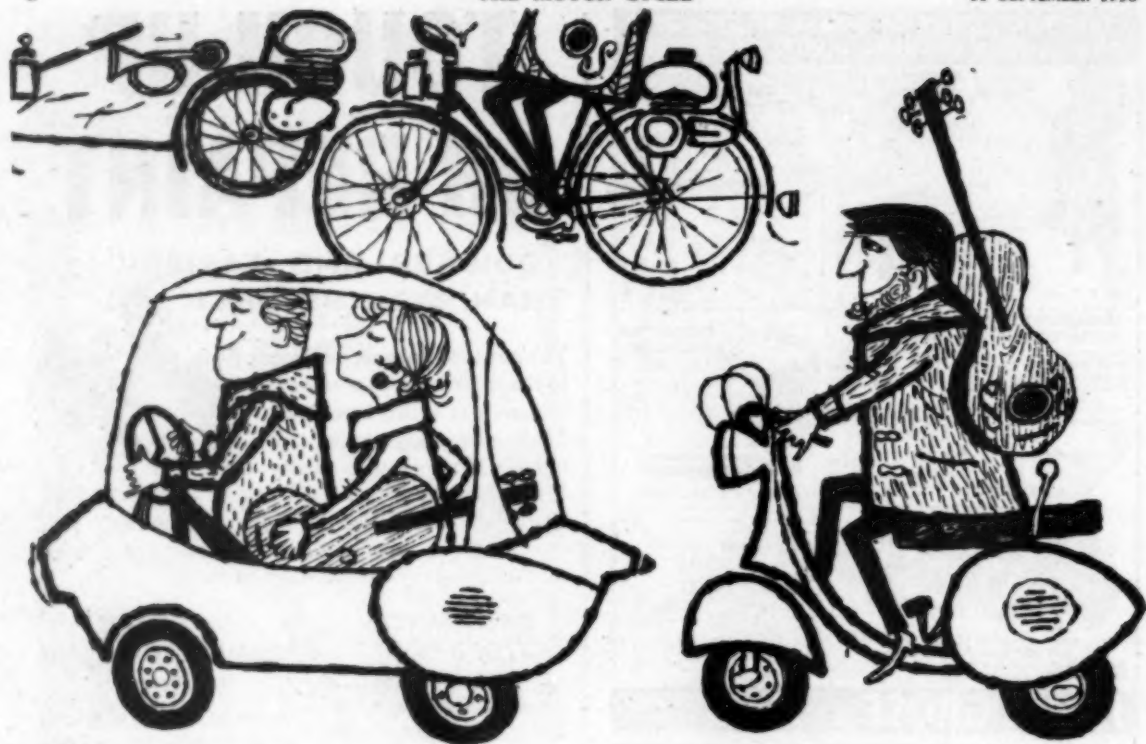
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makes two-strokes
go with a swing



THE MOTORCYCLE

VOLUME 101

NUMBER 2891

Largest Net Sale in the World

THURSDAY

11 September 1958

Editor

HARRY LOUIS

Assistant Editor

GEORGE WILSON

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Although the T.T. Mountain course is the major attraction for motor cyclists visiting the Isle of Man in June and September, there are many spots to delight the tourist. This scene was photographed near Crosby

Endless Variety

WHEN members of the Association of Public Lighting Engineers meet for their annual conference in Harrogate next week they will no doubt consider familiar problems. In the broad sense their function is to make best use of the resources at their disposal and, as all road users know, there must be endless variety in their conclusions about the best street lighting. Uniformity is something local authorities seem intentionally to have avoided. The problem was officially recognized at the top level when, at the end of last year, the Minister of Transport asked for a survey of the lighting on all trunk and classified roads. Meanwhile, adjacent local authorities were to form joint advisory committees to co-ordinate plans when re-equipment was under consideration. The results are not yet apparent.

The fact that there are over 3,000 different authorities concerned in the lighting of important roads and 5,000 parish councils with a say in what is done in their areas makes standardization almost impossible. Ultimately, therefore, the Ministry of Transport will have to take full control. The sooner the better because accidents at night would be markedly reduced by better lighting. Probably expenditure, at present running at the rate of 7s 2d per head of the population per year, will have to rise slightly to achieve better lighting, but public money will continue to be wasted unless there is a national plan to ensure uniformity.

Engine Sizes

IT is strange, as a reader mentioned in our correspondence columns, that the tendency in the last few years has been to increase the number of capacity classes, particularly in the two-stroke ranges. Currently seven engine sizes are offered from 100 to 250 c.c. inclusive. This at a time when it would be expected that the number of models would be reduced to lessen complication and thus production costs. The trend is not confined to the two-stroke field since over-500 c.c. models are available with 600, 650, 700 and 1,000 c.c. power units.

Obviously, taxation classes must be taken into account. They are: up to 150 c.c., 151 to 250 c.c. and over 250 c.c. A further break-down is desirable because insurance companies stipulate engine capacity as one of the means of determining premiums. One company, for example, lists 50, 100, 200, 250, 350 and over 350 c.c. with different rates for each. But with both these factors in mind, some sizes could be eliminated. It is realized that in adding more models in recent years manufacturers have been satisfying markets but surely 50, 100, 150, 200, 250, 350, 500, 650 and 1,000 c.c. would meet every demand?

OCCASIONAL COMMENTS

By "IXION"



Mexico, Jamaica and Haiti are some of the exotic places visited by Claudette and Helmut Gilcher who are travelling round the world by scooter. Here they are in Cincinnati, U.S.A.

Stub Axles

A FRIEND, otherwise delighted with his scooter, is worried at the discovery that one of his wheels is supported only at one side, being mounted on a stub axle. The dealer tried to comfort him by naming two or three well-known makes which carry their front wheels on stub axles and have never suffered a breakage. It is queer that the dealer neglected a far more convincing argument. Practically all the motor cars ever made have carried their front wheels on stub axles. I drove cars in the days when trouble might be anything from the engine dropping out to the chassis dismantling itself, but only once have I had a stub axle snap and that was on a very expensive 20 h.p. car of excellent make. We have grown so accustomed to seeing our front wheel imprisoned between two fork legs that today it looks oddly insecure if it is designed to wave one tip of its axle in the air. An L-shape bracket can be made to carry many tons. If a motor-cycle designer for sound technical reasons elects to mount one or both wheels on stubs, he knows perfectly well how to endow them with an enormous safety factor.

Reign of the Two-fifty

THE scooter boom has probably just about halved the average c.c. figure selected by the majority of British motor cyclists. Before the war it was probably true to say that every lad's dream was a minimum of 500 c.c. though 350 c.c. would be accepted as a reasonable substitute if money

were tight. At this moment a referendum or analysis of the registered machines (even taking the surviving five-hundreds into the count) would probably show that the two-fifty is on the throne. Let it be thoroughly clear, therefore, that any resemblance between, say, a 1938 two-fifty and one of 1958 is purely nominal or arithmetical. During the interval the quarter-litre size has undergone intensive culture. Study all the vital statistics of our road tests and the same deduction is everywhere evident. Maximum and cruising speeds are at least as good as what we got 20 years ago from a three-fifty. The durability, too, is fully up to the best standards. A similar process is reflected in post-war small cars. In this age every war is an engineering war. The production of pleasure vehicles ceased for the duration; but the lessons and discoveries of engineering firms are easily translatable in peacetime. I remember riding the first two-fifty about which my favourite factory had enthused. That was over 30 years ago.

It was not too bad on a fine day along an easy road, but on a hilly road or against a strong wind it practically curled up. Today its great-grandchild revels in hills.

American Rate Falling

THE U.S.A. casualty figures for the past 12 months have just been made known in the press. They represented approximately 28,500 dead. Even at that, their casualty rate is falling since, without exception, the new motorways are proving safer than the older roads used to be, while the older roads, in turn, gain new safety owing to much of the fast and heavy traffic being switched to the motorways. Here's hoping that our figures drop as our new roads come into use.

Two Police Forces?

ONE of our daily newspapers has suggested that the "crime wave" is largely due to the very high percentage of the police force now absorbed by traffic-control duties, amid which almost daily attendance at court is inevitable. The proposed remedy is to reorganize the men in blue as two separate forces, one to be responsible for their original duty (the prevention and detection of crime) and the other to be exclusively occupied in traffic control. The critic has apparently not realized that in an informal way this Mecca has already been achieved, since the A.A. and R.A.C. patrols form two additional and closely linked forces, though neither

covers the full field or exerts the authority of the police. (There are also sundry other minor police forces, for example, one each for our Navy, Army and Air Force and the "snow whites" of our American allies.) Obviously, no reformer should attempt to act in such directions without discovering the individual minds of the policemen. Who knows whether an ordinary constable actually enjoys traffic duty and court duty and would hate to be exclusively employed in criminal duty? A second point is that we need a large increase both in the number of men employed against crime and in those who control traffic. Would reorganisation, new names and new uniforms lead to increased recruitment?

Bottom-gear Scrunch

OUR road-test reports occasionally include a phrase which I blush to admit is intended to be laudatory, but actually reflects discredit on designers. Our report will remark with obvious pleasure (and perhaps a little surprise) that bottom gear was always procurable from neutral with the model stationary without a trace of scrunch. Many times years ago—with a very red face—I have struggled to induce a gear box to accept bottom gear just noiselessly—not to say noiselessly—from rest while shocked car owners put their fingers in their ears and scowled at this brutal idiot (as they supposed) who had no pity for his gear box. Little they knew with what agony I faced every start on one particular model—just about the costliest motor cycle I ever owned (it was returned to the factory twice but came back not a whit better). Yet only once have I owned a car shamed by the same grievous fault.

It was a very cheap car of 1913 vintage but possessed of a first-rate clutch (Hele-Shaw, no less) and a fine gear box; its only flaw was that one and the same lubricant was fed both to the engine and the gear box. Overnight the oil thickened to the extent that the innumerable grooved plates of the clutch just would not part company until the power unit warmed up. It is high time that all motor-cycle clutches could everywhere and always be trusted to disengage as required. Most can, I know, but a few offenders remain with us.

Our Ears and Safety

MY principal thought concerning the human ear as it affects motor cycling has always been that it is liable to get frost bitten sooner and more severely than any other part of the body. A correspondent, however, regards it as an important safety element. In his opinion the ears rank second only to our eyes in preserving us from the pitfalls of our crowded roads. Nor will he accept the fact as purely argumentative. He thinks that helmets dull our hearing and should therefore be condemned. I instantly proceeded to inspect four different types. Helmet A has a heavily perforated patch over each ear. Helmet B has three small holes over each ear. Helmet C has Y-shape straps avoiding the ears. Helmet D has a sort of inverted pocket sewn over each ear. Wearing one with perforated patches, I listened to various sounds near and remote with and without the flaps over my ears. I concluded that their interference with hearing was quite trivial. However, just to be on the safe side, when you buy a new helmet, study it from this angle.

The "season" of highland games is just ending. This scene is from the Glenfinnan games held in a romantic setting at the head of Loch Shiel to commemorate the raising of Bonnie Prince Charlie's standard on this same spot before the rebellion of 1745. The brawny highlander is throwing the 28 lb weight—a feat demanding great strength and dexterity



Faired Velocette Valiant

THE MOTOR CYCLE



**BUILT-IN WEATHERSHIELDING ON VEELINE VERSION OF
FAMOUS O.H.V. TWO-HUNDRED TWIN: PLASTIC PART-ENCLOSURE
FOR 1959 SINGLES: REDESIGNED SCRAMBLES FRAME**

THROUGH the years the traditional singles of the Velocette range have maintained a high reputation for soundness in design and construction. Yet the Velocette technicians are not necessarily traditionalists: they have proved themselves equally capable of casting convention aside to produce such delightfully unorthodox models as the shaft-driven, transverse-twin LE and Valiant lightweight. Both machines are retained for

next year in their present form, but there is also a new model, the Valiant Veeline, in which development is taken a stage further by incorporating built-in weather protection in glass-reinforced plastic.

New, too, are smooth covers, also in plastic, which enclose the gear box and lower part of the power unit on the single-cylinder MAC, MSS, Venom and Viper roadsters. For the functional 349 and 499 c.c. scrambles mounts there is a modi-

fied frame with triangulated rear members. The range is completed by the Endurance, an export-only five-hundred with part-roadster, part-scrambles specification designed for use in long-distance, cross-country competitions on the American pattern.

As is known, the frame of the 192 c.c. overhead-valve Valiant is of tubular, duplex-cradle design with integral lugs on the front down tubes to which can be attached chromium-plated safety bars (supplied at extra cost). The

hydraulically damped rear spring units are of Girling three-position type.

For the new Veeline version a fairing of dolphin pattern has been evolved with integral legshields and a large windscreen in Perspex. The fairing comprises three mouldings—main shield, fascia panel and glove tray—bonded together. The fascia, in which are mounted the speedometer, ammeter and lighting-and-ignition switch, extends rearward from the base of the windscreen to conceal the handlebar-attachment clamps.

Set into the front face of the fairing, the headlamp has a normal shell and is mounted by a bolt at each side on rearward-projecting metal lugs bonded to the inside of the moulding; the bolts are readily accessible through the glove-tray apertures and adjustment of the headlamp beam can be carried out without hindrance.

Attachment of the Veeline fairing to the frame is made at eight points, resulting in a rigid assembly. Beneath the glove tray are bonded two metal brackets to which vee-shape tubular struts are attached; they are arranged to mate with clamps on the frame down tubes and the safety-bar upper mounting lugs. Slotted lugs on the inner faces of the legshields engage with the safety-bar upper and lower lugs. Further anchor points on the frame cradle secure the moulding base. Ample provision is made for cooling air to reach the cylinders through oval apertures in the legshields. Finish of the Veeline shell, as for the standard Valiant, may be in black or green at customer's option.

The latest 499 c.c. Venom appears with most polyester/glass panels enclosing the bottom half of the engine and the gear box





Extreme left: A neat fascia panel is fitted below the windscreen on the Velocette Vee-line fairing. Below: The fairing provides good weather protection and enshrouds the cylinders of the horizontal-opposed transverse twin

Long renowned for its outstanding silence and cleanliness, the water-cooled 192 c.c. LE side-valve twin was originally intended as a maid-of-all-work mount, unfailingly reliable and capable of being ridden for big mileages without mechanical attention. But it is far more than just a utility machine, as many will testify.

Production of the earlier three-speed LE has now ceased in favour of the Mark III model introduced last January. As will be recalled, the principal features include pedal starting and a four-speed gear box with foot control. The gear box, indeed, is identical with that used for the Valiant and there are thus production advantages. Other changes made in January were the adoption of a lower headlamp mounting with a neat cowl faired to the fork stanchions, and crankcase modifications to permit the heavier-duty Valiant crankshaft to be accommodated.

As before, the LE frame backbone is fabricated from 22-gauge steel pressings and the deep-section rear mudguard is welded to the rear of the member to form an integrated unit. From the steering head depends a tubular sub-frame to which are attached the radiator, legshields and forward parts of the engine and footboards. A lattice cross-member locates the rear-fork pivot and supports the gear box and rear of the footboards. As already implied, the flat-twin engine is water cooled and set transversely in the frame. Final drive is by shaft and spiral bevels, with the shaft enclosed in one leg of the light-alloy die casting which forms the pivoted rear fork.

Although the gear box, shaft drive, crankshaft and bore and stroke measurements (50 x 49mm) are similar in both

the LE and Valiant models, the two machines differ in characteristics. With its air-cooled o.h.v. engine the Valiant is, of course, a sporting little mount with a lively performance. Each cylinder is provided with a separate Amal Monobloc 363 carburettor. A two-piece sheet-steel bonnet, readily detached for maintenance purposes, covers the crankcase and gear box and gives a tidy appearance to the assembly.

Common to all four of the high-camshaft, overhead-valve singles (the 349 c.c. MAC and Viper and the 499 c.c. MSS and Venom) are sleek side panels in glass-reinforced plastic secured by quick-release screws at each side. The panels encase those parts of the machine lying within the frame approximately below the level of the top of the timing chest. At the front the panels have double curvature and thus meet ahead of the cylinder; the joint is covered by chromium-plated beading.

On the right-hand side the panel extends from the front down tube to the rear-

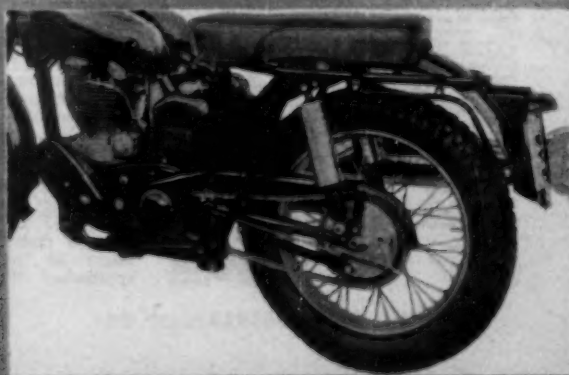
frame loop and follows the contour of the underside of the oil tank and tool box. Cutaway slots in the panel base permit the gear and kick-starter pedals to protrude. The left-side panel, extended in front to cover the belt drive to the dynamo, is produced upward at the rear of the engine to form a cover for the battery.

In mechanical specification the four models are unchanged. They share a common tubular cradle frame of strong, brazed-lug construction, with telescopic front fork and pivoted-fork rear springing. A familiar Velocette feature, the rear suspension characteristics can be varied by moving the spring-unit upper mountings in arcuate slots. Identical four-speed gear boxes are fitted.

Odd machine out in the group is the 349 c.c. MAC which has bore and stroke measurements of 68 x 96mm. The two five-hundreders (the touring MSS and the high-performance Venom sports model) each have a "square" engine of 86mm bore and stroke while the sporting 349 c.c. Viper is virtually the Venom but with the bore reduced to 72mm. These details apart, the engines are similar in appearance and carry the camshaft, which is driven by fine-pitch helical gears, high in the timing chest so that relatively short pushrods are employed. Mounted behind the cylinder, the magneto is gear-driven; the Miller dynamo is driven by belt from a pulley outboard of the engine sprocket.

Factors which contribute to the good traffic manners of the MAC and MSS are heavy flywheels and a compression ratio of 6.75 to 1. The Viper and Venom engines are designed for sustained high power output at high r.p.m. and thus the flywheels are of lighter pattern, the cams have a more sporting profile and the compression ratio is 8.5 to 1 for the Viper and 8 to 1 for the Venom.

In previous years the three-fifty and five-hundred scrambles models have made use of the standard cradle frame of the roadster singles. For 1959 the rear sub-frame is of somewhat lighter pattern. At the junction of the tank rail and seat tube is a redesigned lug to which is bolted a tubular hairpin loop. The loop extends horizontally rearward to pass beneath the seat and give support to the mudguard. Seat attachment is to a strip-metal bridge near the forward end of the loop. A diagonal strut at each side is welded at its upper end to the loop. Double gusset plates strengthen the welded joints and provide top anchorage for the suspension units. At their lower ends the struts are bolted to rearward-



On the 1959 Scrambler models the sub-frame has been considerably simplified and lightened. Suspension unit top attachments are not adjustable as on the roadster models. (Machine shown is in I.S.D.T. trim)

Extensive enclosure panels are fitted to the 499 c.c. MSS ▶

projecting ears on the lug which unites the cradle tubes to the seat tube. The triangulated sub-frame is similar to that used for the once-famous KTT racing models.

Power for the 349 c.c. scrambler is provided by a modified Viper engine and for the 499 c.c. model by a modified MSS engine; in both cases an Amal TT9 carburettor is fitted. Both machines have a special front fork with two-way hydraulic damping. Tyres are Dunlop Sports pattern, 3.00 x 21in at the front and 4.00 x 19in at the rear.

Specially produced for overseas markets, the Endurance model is generally similar to the 499 c.c. scrambler in specification, though the frame and front fork are of roadster pattern and a lighting set is fitted.

For all single-cylinder machines including the scrambles models and the Endurance the standard finish is in black enamel, but willow green is optional for MAC, Viper, MSS and Venom. The LE is in silver-grey, but available at extra cost are two-tone colour schemes comprising grey with blue, light green or deep polychromatic green. Chromium-plated fuel tanks are standard for the Viper, Venom, Valiant and Valiant Vee-line and can be supplied, if required, for the MAC and MSS.

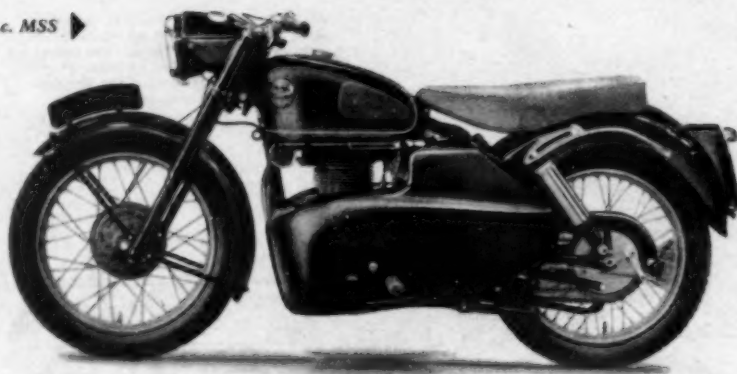
The manufacturers are Veloce, Ltd., York Road, Hall Green, Birmingham, 28. Prices (in which total price includes purchase tax, payable only in Great Britain) are as follows:—

Models	Basic Price	Total Price
LE Mk. III 189 c.c. s.v. twin	£ 5 0 0	£ 5 6 0
Valiant 192 c.c. o.h.v. twin	174 0 0	217 1 4
Valiant Vee-line	191 10 0	238 17 11
MAC 349 c.c. o.h.v.	192 10 0	246 2 11
Viper 349 c.c. o.h.v.	207 0 0	250 4 8
Scrambler 349 c.c. o.h.v.	210 0 0	261 19 0
MSS 499 c.c. o.h.v.	198 0 0	247 0 1
Venom 499 c.c. o.h.v.	214 0 0	266 19 4
Scrambler 499 c.c. o.h.v.	215 0 0	269 4 3
Endurance 499 c.c. o.h.v.	207 0 0	260 4 8

Extras for LE	Basic Price	Total Price
Dual seat	£ 8 0 0	£ 8 0 0
Two-tone finish	3 3 0 0	3 3 0 0
Pannier set (leathercloth)	1 1 0 0	1 1 0 0
Pannier set (metal)	2 12 5 0	2 12 5 0
Oil engine	8 15 0 0	no p.t.
Luggage grid	13 0 0	no p.t.
Windscreen	6 5 0 0	no p.t.

Extras for Valiants	Basic Price	Total Price
Stop light	11 0 0	14 4 0
Fitted fuel tank	2 5 0 0	2 5 0 0
Additional tool box	1 10 0 0	1 17 0 0
Safety bar	3 10 0 0	no p.t.
Pillion footrests	1 11 0 0	no p.t.
Pannier set	6 5 2 0	6 14 4 0

Extras for Singles	Basic Price	Total Price
Air filter	1 15 0 0	2 3 0 0
Steering damper	1 0 0 0	1 4 11 0 0
Stop light (MAC and MSS)	9 0 0 0	11 3 0 0
Fitted tank (MAC and MSS)	2 10 0 0	4 7 4 0
BTI racing magneto (standard on Scramblers)	6 0 0 0	7 19 8 0
Racing seat	10 0 0 0	12 6 0 0
Miller 60-watt dynamo	2 3 0 0	2 13 8 0
T.T. carburettor (Viper and Venom only)	6 12 0 0	8 4 0 0
Rear-mounted footrests	2 6 0 0	2 6 11 0 0
Cushman exhaust system	1 10 0 0	1 17 0 0
Reinforced engine plate (MAC, Viper and MSS)	3 0 0 0	3 0 11 0 0
T.T. close-ratio gears	10 0 0 0	13 0 0 0
Full-width front hub (MAC and MSS)	6 10 0 0	7 0 4 0
Full-width rear hub (MAC and MSS)	4 3 0 0	5 3 11 0 0
Revometer (only for machines with racing magnetos)	7 0 0 0	8 0 11 0 0
Light-alloy wheel rims (Viper and Venom)	0 10 0 0	10 13 1 0 0
Front fork with two-way damping (standard on Scramblers)	1 0 0 0	1 4 11 0 0
Pillion footrests (MAC and MSS)	10 0 0 0	no p.t.
Pannier set	0 5 3 0 0	0 14 4 0 0
Luggage grid (only with pannier set)	14 0 0 0	no p.t.
Safety bar	4 0 0 0	no p.t.



COMPETITION COMMENTARY

Question Unanswered

Army Entries in Civilian Trials

By RALPH VENABLES

IN the issue for August 21 I mentioned diminishing Army entries in civilian trials. The subject was raised in the hope that someone in authority would offer at least one reason for the decline—for I had already written to Major David Osmond (secretary of the Army Motor Cycling Association) asking for his views and had been disappointed to receive no reply. I was pleased, therefore, to see his letter in last week's issue—but how much more rewarding it would have been had he furnished an explanation for the dwindling entries instead of providing a number of reasons for small entries. My own club caters for Army competitors in three trials each year and the total number participating in 1958 showed a drop of almost 100 as compared with last year. Other clubs have experienced the same thing. Living close to Bordon (which I once described as the greatest centre of Army motor-cycling enthusiasm) I have come to know many of the regular soldiers stationed at the Army M.T. School well enough for them to give me their own views on the problem. Poor distribution of regulations has been suggested as a possible cause, and this theory is certainly supported by the fact that several units have asked me for entry forms when they have failed to obtain any through the proper channels.

BUT there are other reasons. Army riders are not always allowed to compete when they want to do so, and in the Hampshire "100" this year there was not so much as a single Army entry from Bordon—the home of motor-cycle enthusiasm! Was this one of the trials that Major Osmond suggests are too far from base? There was a time when I, too, believed that the international situation might be responsible, but when I approached higher authority I was

assured that this was not so. The question appears to remain unanswered. But I say again that if the men's enthusiasm were the deciding factor then the problem would never have arisen.

HAVE you felt that nip of autumn in the air these past few mornings? With summer behind us thoughts are turning from scrambles and road trials to the time-honoured sport of mud-plugging. Will there be the usual strong support from trials riders? There would appear to be little fear about that! But how about the observer shortage? Last winter it assumed serious proportions—and with inexperienced enthusiasts brought into service, mistakes were inevitable.

DURING the past few months I have been associated with the making of a film sponsored by Castrol which, shown to clubs this winter, may help to stimulate interest in observing and will surely solve many problems for those lacking experience. Entitled "Trial and Error" the film (in sound and colour) has a commentary written by Harry Louis and runs for about a quarter of an hour. But no applications to Castrol, please, until there is an official announcement that the film is ready.

THE leading article in a well-known motoring journal last month carried a scathing condemnation of journalists who "play up" accidents in car races. It reminded me of a conversation I had with the sports editor of one of our biggest national dailies a few years ago when I was about to begin coverage of motor-cycle events each week. "Do you want a story to go with the results?" I asked in all innocence. "Good Lord, no!" came the reply, "we don't want to know anything about the events unless someone is injured." Then as an afterthought there came: "Or, better still, killed!"

CASTROL WINS

MOTO-CROSS DES NATIONS —SWEDEN



1
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BILL NILSSON
(Crescent)

3
rd

LARS GUSTAVSSON
(Monarch)

(Subject to official confirmation)



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Letters to the Editor



It is appropriate, we hope, to recall at Manx Grand Prix time that Denis Parkinson won the Senior in 1953, the Junior in 1948 and three Lightweight races in pre-war years. In the past two months he has been selecting heat winners in the A.B.C. Television holiday town bathing beauty contest. This picture was taken at Llandudno

Diesel Smoke Nuisance

Blame Often Lies With the Vehicle Owners

WITH reference to the letter from J. M. Harriss of Peterborough on diesel smoke (August 21), may I, in defence of us heavy goods drivers and for the enlightenment of my fellow motor cyclists, correct him on his accusations? The true side of this black story is that periodically the injection pump requires calibrating, but owing to the heavy cost of the service exchange the vehicle owners are reluctant to have it done. Please note that a pump requiring calibration and/or dirty injection nozzles will cause clouds of black smoke to be emitted at all times.

Slough.

"LORRY DRIVER-CUM-MOTOR CYCLIST"

Pump Development Aimed at Abatement

ON the subject of diesel-engine smoke, your correspondent J. M. Harriss (August 21) was very misleading. He used the word timing when he really meant fuel-delivery setting. Black smoke from diesels has nothing to do with injection timing (which corresponds to ignition timing in petrol engines) as some of your readers may have inferred; it is rather the general result of tampering with the fuel pump but it can also result from poor maintenance of the engine or the injection nozzles.

As it happens, I work for the firm which supplies most of the fuel-injection equipment to that prominent diesel-engine firm in Peterborough. It may be of interest that the very latest kind of fuel-injection pump is exceedingly difficult to tamper with and is one of the many developments aimed at reducing the amount of black smoke, so easily inhaled by motor cyclists.

Sevenoaks, Kent.

P. J. IVENS

Engine Flexibility

A Brough Enthusiast's Praise of His Outfit

MAY I comment on the closing remarks in R. C. Capel-Cure's letter in your issue for August 21? He asks what machine other than the Ariel Square Four can "trickle along in top gear at seven miles per hour and then accelerate, with sidcar, to 70 m.p.h." I would like the reverend sir to know that my SS100 Brough Superior Black Alpine outfit of 1936 vintage, complete with wife and small daughter in the sidcar, 14-stone friend on the pillion and self driving will fulfil that function plus. It will trickle along at 7 m.p.h. in top gear and accelerate to 70 m.p.h. almost in as many yards. After all, the Brough was, and still is, I believe, the Rolls-Royce of motor cycles; even a Vincent has not that flexibility of engine.

My ultimate aim is to acquire a four-cylinder Brough which I believe is even better than the machine I now own.

The fellowship and spirit that exists between motor cyclists is something which car owners and all others would do well to emulate. I have had many a helping hand and made lasting friendships through roadside assistance. "BROUGH TYPE"

Bracknell, Berks.

Mind the Flowers!

Roundabout Tactics Dependent on Conditions

"NITOR'S" comments (August 21) re George Brine and his roundabout experience give food for thought, something that was obviously lacking in Mr. Brine's case. If he, instead of thinking as he approached the roundabout and rider, "I'll show this bloke the way round here," had pondered and thought, "Now does he really intend to turn right or will the right-turn signal be followed by a left-turn sign to indicate he is going straight on?" (which, for some peculiar reason, some folk do), he would have had no cause to comment or curse.

I cannot agree with "Nitor" when he states that no signals should be given on a roundabout approach. If you are going to turn off left or right the appropriate signal and road position should be assumed, but no signals should be given if you are going straight on. For the more complex roundabout the technique differs slightly.

Also, if I am approaching a roundabout intending to go straight on and the road is clear, I am not necessarily in the outer lane as I like to use all the road, straight-lining the curve as much as possible, as fast as possible. So, if "Nitor" or George Brine is in the unlikely position of overhauling me into a roundabout and I'm on the left, and have not given a left-turn sign, let them watch out, for it is not advisable to take the centre hump at speed (besides it spoils the flowers that adorn some of them). As I said before, I shall be using all the road if it is clear. Mark you, that statement should not be taken as a reflection on the machine I ride. It applies to some, I know, but not to Velos—they steer.

Romford, Essex.

G. CARLISLE

Touring in the Highlands

"Richer by Many Shillings a Day"

IT is to be hoped that any readers contemplating a future trip to Scotland will not have their ardour damped by "Webbed Feet of Hampton Court" (August 21). I toured Scotland in

the first week of July and spent several days seeing the Western Highlands which, incidentally, are magnificent for scenic beauty. In Oban the recorded temperature was 83 degrees, and on the Isle of Skye traffic almost came to a standstill on roads which became rivers of tar in the midday heat.

As for poor digs and hard beds, why bother with them? A tent, a sleeping bag and an air mattress are infinitely better as far as comfort is concerned, and with them one is completely independent, not to say richer by many shillings a day. My 2,000-mile, eight-day tour cost less than £13 on a five-hundred, I fed like a king (steak at its best) and I'm still giddy with the beauty of the land north of the border.

London, S.E.26.

J. M. DENCH

Satisfaction from Bed-and-breakfast Houses

MUCH more criticism of Bonnie Scotland and we shall have the wrath of the clans descending about our ears! Now let's be fair: anyone who had fine weather for his holiday this year was either dead lucky or abroad. In fact, when I was last in Scotland it was the bad weather which really showed me the generosity and friendliness of the Scots.

For example, two friends and I arrived on a strange doorstep and were welcomed cheerfully into an immaculate little home. Before we could say knife our heap of oozing clobber was drying around a blazing boiler. Minutes later I was in a hot bath listening to the cold rain lashing at the window. A perfectly clean and comfortable bed and a gargantuan three-course meal called breakfast rounded off our bill of 12s 6d a head. This reception was no more than typical. We stayed at any of the places displaying a bed-and-breakfast sign and were charged between 12s 6d and 15s. They were practically all equally as good.

What of the country? I think that the scenery is the best in the U.K. and the roads might have been specifically designed for joyous riding. There was no crowding, either. The weather, too, is not always bad. I had 100 per cent sunshine on my 1955 trip.

If "Webbed Feet of Hampton Court" see a Commodore answering to the name of Wee Jamie in their district, well, I'll be glad to give them more information.

B. ATKINSON

East Molesey, Surrey.

Alpine Pass Storming

Final Detail Horrifices an Enthusiast

AS an inveterate pass basher I enjoyed the article "Alpine Holiday" in your issue for July 31 until I came to the penultimate paragraph. There I was horrified to read: "Our last night abroad was spent in Beauvais, where we put the final transfers on to our panniers." Transfers—bah! Manchester, 13.

"AUNTIE DOLLY Dangler"

When Facing South, Keep on Going for Sunshine

HAVING been a reader of *The Motor Cycle* for quite a few years now, I feel moved to write. In your issue for August 21 "Ixon" recommended readers to seek out Alpine passes. I feel bound to put in a protest and state that in my albeit limited experience the pastime of pass-storming is greatly overrated.



"Well, as a matter of fact, the show I have in mind is not My Fair Lady—it's the London Motor Cycle Show"

In the past two years I have been over about a dozen passes including the Stelvio, Grand St. Bernard, St. Gotthard and Susten. Surely these are not minor passes? Yet every one had either a loose surface or unprotected precipices or both. The first two in particular had atrocious surfaces, sufficiently bad to make two-up touring definitely unpleasant. In every case it was bitterly cold on top—so cold that, far from wanting to take photographs, our ambition was simply to get a few thousand feet down as soon as possible.

My wife is a keen photographer but on only one occasion was the weather good enough to take photos from the top. Other-



wise, cloud and/or mist defeated her, reducing visibility to a matter of a few yards.

In closing, I would state that we passed over these heights to and from Italy at each end of a holiday and in two separate years. We may have been singularly unfortunate with the conditions, but you should at least warn your readers that there are drawbacks to an Alpine holiday and recommend that on reaching the top of a pass when facing south, they should keep on going.

Poole, Dorset.

PETER G. WARNER

Family Fun with a Double-adult Sidecar Outfit

REGARDING the article "Alpine Holiday" (July 31), while I cannot claim to have bagged 27 passes my family and I have managed a fairish few, including the Brunig, Oberalp, Furka, San Bernardino, Julier, Flüela and the Susten in Switzerland. What a terrible storm we encountered when negotiating the Arlberg in Austria! Then we went on to Innsbruck over the Brenner Pass and to Cortina via the Costalunga, Pordoi and Falzarego passes.

While in Italy we took in Venice and the Italian lakes before crossing back into Switzerland to see the Swiss lakes. It was something of a grand tour. We covered 3,000 miles in 22 days. Our longest stay was in Lucerne for four days, with a couple of days each in Venice, Como and Locarno, and 24 hours in Paris. It was my first trip abroad under my own steam and with my own transport. My wife and two children had never been abroad before. But we all enjoyed it tremendously and hope, when funds permit, to do it again one holiday in the distant future. Incidentally, none of us speaks any foreign language but we got by quite well—mostly.

Our transport? An early 1953 Triumph Thunderbird and 1955 Canterbury double-adult sidecar. As we were also camping we had quite a load on. Almost needless to say, we attracted some considerable attention and were photographed so much



Two pictures from 1906 illustrating the Montgomery sidecar with flexible connections (see letter below from M.C.G. secretary Jack A. Masters)



that the outfit became as temperamental as a film star! Even on the camping sites we remained in the limelight, as we had an Igloo tent which, of course, is pumped up. It really did become embarrassing eventually. The weather, in turn, was very hot, very cold, very dry and very wet.

The only trouble we had was a worn back tyre replaced at Lucerne, a split sidecar mudguard caused by some of the poorer type of roads encountered (if roads they were) and a stuck piston in the S.U. carburettor, all of which were quite trivial. For most of the 3,000 miles we seemed to have strong adverse winds, and some of those mountain roads were really something with the load we were carrying. So I have nothing but praise for the way the Thunderbird performed: the word heroic springs to mind.

One incident has caused many a chuckle since. Just before our holiday we had seen the rather horrific "Dracula." We camped in a wild and desolate spot in the Austrian mountains (no proper camping place was available) and my wife was firmly convinced that we were in "Dracula country." (What the Austrians would have thought I don't dare imagine!) Anyhow, we slept soundly, none the less. The children had a wonderful time, so we were content.

If any readers with the appropriate transport and funds are hesitating because of family ties, our advice to them is to chance it. It's great fun.

J. F. HAWKRIE

London, E.15.

Early Flexible Sidecar

Does Anyone Remember the Montgomery Design?

"NITOR'S" reference to Tich Allen's ex-George Brough banking sidecar outfit (August 21)—which I well remember—prompts me to ask if anyone has or remembers a Montgomery flexible sidecar which was, I should think, the original non-rigid chair. I bought one in 1906, after several years of solo riding, and fitted it to a 3 h.p. Rex. The machine, however, evidently resented the attachment, so in 1907 I fitted the sidecar to a brand-new 5/6 h.p. Rex with two-speed Roc gear and covered many thousands of miles with great enjoyment.

The sidecar had a basket-work, armchair body and the attachments to the machine were simply three pivoted arms, one at the front and two at the rear, with no seat-pillar arm. The outfit was driven and steered exactly like a solo, as the machine could be banked either way; any vertical movement of the sidecar was absorbed by the pivoted links.

Although I used this outfit for some three or four years, I do not remember coming across another sidecar of similar type, and I should think that the Montgomery concern, well-known sidecar manufacturers in those days, made very few of these flexible armchairs.

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

The outfit was wonderful to drive. One didn't know that the sidecar was there except on greasy roads, when its pull produced some alarming skids, ending with the machine leaning up against the sidecar body. One such skid took me from one side of London's Bayswater Road to the opposite gutter, when the only damage was that my grey bowler hat finished up well and truly under the sidecar wheel.

Another time, about five miles from Reading, the front arm became detached from the machine boss. The sidecar turned left and the bike turned right. An onlooker said it was a wonderful sight. My passenger, a business acquaintance complete with black beard and black bowler hat, went head first into the thick, wayside hedge. When I pulled him out by the legs he, too, was a wonderful sight with his bowler hat crammed firmly over his ears. There was no other damage and I soon had the arm fixed up and everything ready for the road. Believe me, my passenger firmly refused to get back into "that damned contraption" and walked the whole of the five miles into Reading. Apart from little *contretemps* of that nature it was a thoroughly satisfactory outfit.

JACK A. MASTERS

London, S.W.1.

Rallies and Touring Trials

Suggestions from Surrey Hills Welsh Organizer

I WAS interested to see that the Surrey Hills Welsh was mentioned in "Ancient Mariner's" letter (August 28) suggesting an A.C.U. Star for touring trials enthusiasts. Although this branch of the sport is rather looked down upon by the trials experts, it commands quite a following among those who either don't wish or can't afford to buy the specialized machinery necessary for sporting trials in these days. Therefore I feel that a little encouragement from the A.C.U. would be a good thing. However, as it would be rather difficult for a competitor to enter all the specified events all over the country (no trade support), perhaps it would be better first to organize centre championship tables and later extend them to give national coverage.

Reverting to the Surrey Hills Welsh (a report of which appeared in the same issue), I would like to add that, owing to the atrocious weather conditions, it was a worthy achievement to have finished, let alone win an award. Let's hope that the weather will be better next year, when we shall be glad to support any championship scheme in force.

Sanderstead, Surrey.

A. J. SHILLING
(Secretary of the Meeting).

'MOTO-CROSS DES NATIONS

Sweden Takes All



The victorious Swedish trio at the finish. From left to right they are Lars Gustavsson, Bill Nilsson and Ove Lundell. Nilsson is seen in action below

**CONVINCING WIN ON HOME SOIL IN WORLD'S PREMIER ROUGH-STUFF MEETING
BRITAIN SECOND AND FRANCE THIRD OVER TAXING COURSE AT KNUTSTORP**



SVERIGE Har Sin Stora Segerchans
I Dag: Sweden has her big chance today, proclaimed the headline in a Scandinavian newspaper last Sunday—and right nobly she took it. Yes, the 1958 Moto-Cross des Nations, held in Sweden, was won by the home team in convincing style. Britain finished second and France third. The anticipated challenge from Belgium failed to materialize and only one of her riders—world's champion René Baeten, F.N.-mounted as always—completed the full distance. Seven nations in all were represented—Belgium, Denmark, France, Great Britain, Italy, the Netherlands and Sweden. The victory was Sweden's second in the 12 meetings held since the series began in 1947. British riders have won eight events and Belgian two.

The setting was a small, verdant valley at Knutstorp in the southern part of the country—a valley into and out of which the two-mile lap writhed like an agonized adder. For a brief period of its length it lost itself in a clump of trees where it disappeared with dramatic suddenness. Steep gradients and tight hairpins were there in abundance. Knutstorp may not be the ideal scrambles course but it has proved to be one of the most taxing ever. The surface is of grass and clay, last weekend baked iron hard by a spell of torrid heat; loose stones littered the turns.

Throughout Saturday afternoon's practice session the high temperatures continued. Leathers were donned with obvious reluctance and only the Italians covered more than a few laps. Ron Langston (Ariel), of the British team, spent a deal



General scene looking across the valley in which the two-mile lap is laid out. The crowd was estimated at between 16,000 and 20,000. The weather throughout was too hot for comfort and dust bothered riders and spectators alike.

of time reducing the diameter of a sticking throttle slide with emery cloth. Unable to find shade, Dunlop's inexhaustible fitter, Tom Bowers, changed tyre after tyre—60 or so—with sweat running into his eyes. In all that heat practice proved nothing very much, except perhaps that spills would be frequent.

Representing Sweden were Bill Nilsson and Gunnar Johansson (Crescents), Ray Sigvardsson (A.J.S.), Lars Gustavsson, Sten Lundin and Ove Lundell on Monarks. Could any opposing team arrest the rise of so celebrated a combination? Into their stronghold was cast chiefly the shadow of the Union Jack, represented by six determined Britons. John Draper and Brian Martin (B.S.A.s) and Dave Curtis (Matchless) were old hands who would fight to the very last breath in their bodies and engines. The Rickman brothers, Derek and Don on their B.S.A.s, and Ron Langston, were less familiar with the superhuman demands of the Moto-Cross des Nations but they presented a real threat for all that. Danish, French and Netherlands teams were all mounted on British models, chiefly B.S.A.s, with here and there the odd A.J.S. or Matchless. The Italians, like the Netherlands, had mustered only five riders: two Gileras, and the only under-500 c.c. models competing—two 351 c.c. Mi-Vals and a 351 c.c. Bianchi.

All Sunday morning the organizers used hoses to water the course. Laying the dust, rather than softening the surface, was their aim. All the long morning, too, crowds surged towards the venue. By 12.30 p.m. it was packed. The teams paraded in the usual way, the banners were raised and Major H. R. Watling, representing the F.I.M., spoke into the microphone. All that remained was to light the blue touch paper and stand well back. The first 10-lap heat was soon under way.

And there was no mistaking that this was the *Moto-Cross des Nations*. No other event is more tigerishly fought. Draper led from the start, bucking and sliding in the style that is his alone. Nilsson was second and Derek Rickman third. Baeten was fourth and riding in beautiful style. In a field of 20, Brian Martin was 12th. After two laps Draper eased the pace. He would go no faster than necessary to ensure a place in the final. Nilsson took over as pacemaker. After three laps Martin lay tenth.

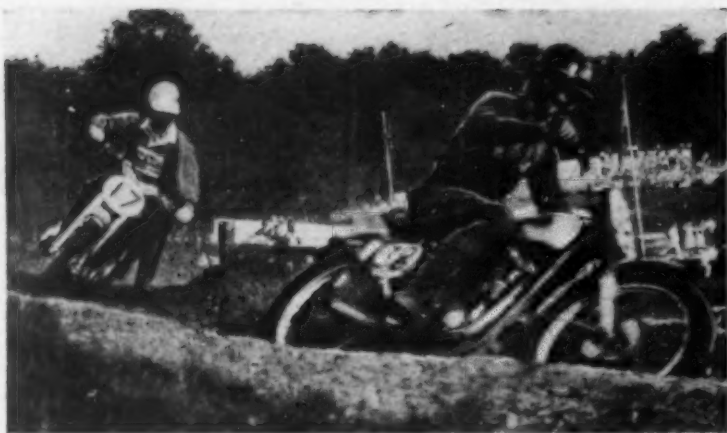
France's hopes were already sliding. René Combes (B.S.A.) was out with a broken fork stanchion. And at five laps Belgium lost a man when Frans Slechten (B.S.A.) quit with gear-box trouble and Denmark became minus one when Mogens Rasmussen (Matchless) had his rear chain break. While the leading

quartet rode in a bunch, 10s separated Baeten (fourth) from Gustavsson. Nilsson continued to speed and at half distance led Draper by 10s. On the sixth lap Baeten, and then Gustavsson, overtook Derek Rickman. The heat finished with all the Britons in the leading ten—but the speed and style of the Swedes gave food for thought. Team manager Harold Taylor pursed his lips and the partisan crowds cheered themselves hoarse at their idol's win.

Swedish morale was given a further boost when the second heat began. Ove Lundell and Gunnar Johansson streaked out in front. Alfons Rombauts (B.S.A.), Belgium, was third and Broer Dirks (B.S.A.), Holland, fourth. Then came Dave Curtis and Don Rickman. Langston was in midfield and a lap later was fifth, ahead of Rickman. Already the riders

The dashing John Draper (B.S.A.) who spearheaded the British attack—and led the entire field—for more than half the final





First Briton home was Dave Curtis (Matchless), in second berth. Here he pursues Lars Gustavsson (Monark) of Sweden. Curtis overtook soon after this picture was taken—on the tenth lap

were widespread and as much as 20s separated the first and second groups of three. Sten Lundin had spilled in the timber on the opening lap, restarted with his machine facing the reverse direction of the course and thereafter rode like a dervish. He picked up two or three places a lap to finish fifth.

While Sweden's hopes soared, Belgium's took a downward slide. Fernand Neri (B.S.A.) retired with gear-box trouble after two laps. A lap later he was joined behind the course barriers by Niels Blumensadt (A.J.S.), Denmark, who was overcome by the heat. Soon, too, it became apparent that all was not well with Don Rickman. He was losing ground rapidly and his riding was ragged. The rigours of the course—the rock-hard going and the constant twisting and turning—were playing havoc with an old wrist injury. After six laps he pulled into the British signalling station on the point of collapse.

Even then that heat's momentous events were not over. Sweden's Johansson had a pipe joint come adrift and lost all his oil. He stopped, sprinted to the pits for supplies and topped up, but was not allowed to restart by a member of the jury. So Swedish ranks were reduced to five, too.

The leaders, meantime, had been circulating in vivid style. Lundell retained his lead to the end. Rombauts rocketed to second and Curtis and Langston were inspiring in third and fourth berths. With so many retirements, all the finishers in both heats gained entry into the final.

No single team was starting with the permitted maximum of six men. The result of the Moto-Cross des Nations is decided on time and the team whose best three riders achieve the lowest aggregate time is the winner. Hence slow teams have to be driven to the limit by their managers and a rein applied to any trio with an overwhelming advantage. But in recent years the urgent wave has become far more familiar than the go slow.

So, at first, it was on Sunday. In Draper the Swedes had tough opposition.

With a display of determination never before equalled on any scrambles field he left the start and led into the first bend—a sweeping, pirouetting right-hand curve with a bumpy surface that made accurate navigation impossible. His wheels bucked and slithered yet he rode feet-up, snicked calmly into third. An instant later he was changing down and braking hard, heeling over left, straightening up and taking the short rise ahead so fast that he was airborne for 20 feet and more. Baeten was close but not closing. Behind the champion, rider identification was impossible. Under a dust cloud stormed 28 riders, a single, seething jostling mass. In that cloud Rombauts and Nielsen collided and fell.

After that opening lap Britain's best three led the Swedes by a precious 10s. Draper was in no danger. And Derek Rickman, a mass of flying arms and legs, was second ahead of Baeten! Riding like that he would be very hard to pass. Nilsson was a dangerous fourth. Holland's enthusiastic contingent cheered Albert Dirks' fifth place. Sweden's Lundin was sixth and another Hollander, Jan Clynk (B.S.A.), seventh; France's squadron was led by René Klym (B.S.A.), eighth. Except for Baeten the Belgians were nowhere. And the Italians, too.

If anything, the pace warmed even more. Curtis made giant strides. Eleventh on Lap 1, he was ninth on Lap 2, eighth on Lap 3, seventh on Lap 4, fifth on Lap 6. There his progress was thwarted by Lars Gustavsson who had made an equal advance ahead of him. All the Swedes, launched from the springboard of strong patriotic support, were trying hard and steadily they whittled down Britain's 10s lead. All was not well with Derek Rickman. An earlier thumb injury was causing him acute pain. The gears were hot sliding home as they should and on top of that he was concerned about the way his model was handling. Steadily he lost ground. A stop on Lap 5 cost him four places.

On the third lap Baeten fell in the wood and when he picked himself up he was

ninth—Belgian hopes were dashed for good. When Rickman's troubles began Britain needed a third man to back up Draper and Curtis. But Martin and Langston, though striving bravely, were too far away: Martin was ninth and Langston 12th and four Swedish riders were in front of them. From being 7s up on Lap 5, Britain was 7s down on Lap 6.

After another lap Sweden's lead was 27s, after another 50s and with 10 laps gone her lead was 2m 30s. The crowd was in a frenzy of excitement that became almost uncontrollable when Nilsson passed Draper! Lundin was third, Gustavsson fourth, Curtis fifth and Albert Dirks carried the Netherlands banner into sixth berth. With six laps to go it was all over bar the shouting. Rickman had further stops that dropped him to last in the field and he retired two laps short of the flag.

Martin's primary chain broke on Lap 10. Langston was feeling the physical strain, in addition was troubled by a loose fuel tank, and was losing ground almost by the lap. Then Draper fell. His handlebar was loose in its clamps and the grips were dropping at almost every bump. While he was grappling for the brake lever the front wheel slid away and he dropped from second to eighth.

After 12 laps, only Curtis and Baeten—yes Baeten!—invaded the Swedish bloc up front. The order was Nilsson, Curtis, Gustavsson, Lundell, Baeten and Lundin. And the order changed only when Lundin's machine coughed to a stop two laps from the end after losing all its oil. It made no difference.

In gathering gloom, and with the sun's heat gone, Sweden received the trophy amid a scene of jubilation that will not soon be forgotten at Knutstorp.

FINAL PLACINGS

First Heat—10 Laps			m	s
1.	B. Nilsson (Crescent), S		54	10
2.	R. Baeten (F.N.), B		54	36.6
3.	O. J. Draper (B.S.A.), G.B.		54	46.6
4.	L. Gustavsson (Monark), S		54	46.6
5.	R. Sigvardsson (A.J.S.), S		54	56
6.	D. E. Rickman (B.S.A.), G.B.		55	00
7.	J. Clynk (B.S.A.), N		55	00
8.	W. Martin (B.S.A.), G.B.		55	10
9.	F. 11. Robert Klym (B.S.A.), F		55	12
10.	Nielsen (B.S.A.), D		55	15
11.	V. Soletti (Bianchi), I		55	15
12.	L. Angeli (Gillera), I		55	15
13.	E. Hansen (A.J.S.), B		55	15
14.	E. Ostero (Mi-Vai), I		55	15

Second Heat—10 Laps			m	s
1.	O. Lundell (Monark), S		55	4
2.	A. Rombauts (B.S.A.), B		55	10.2
3.	D. C. Curtis (Matchless), G.B.		55	21.3
4.	R. J. Langston (Ariel), G.B.		55	41.7
5.	S. Lundin (Monark), S		56	3.2
6.	J. Jansen (B.S.A.), N		56	4.6
7.	A. Besonen (B.S.A.), B		56	4.6
8.	P. S. B. Rashro (B.S.A.), D		56	10
9.	Rene Klym (B.S.A.), F		56	11
10.	J. Schmid (B.S.A.), F		56	11
11.	V. d. Oever (B.S.A.), N		56	11
12.	S. A. Hansen (B.S.A.), I		56	11
13.	V. Reviglio (Gillera), I		56	11

Final—16 Laps			m	s
1.	B. Nilsson (Crescent), S		54	54.4
2.	D. C. Curtis (Matchless), G.B.		54	52.2
3.	L. Gustavsson (Monark), S		55	16.2
4.	R. Baeten (F.N.), B		55	30
5.	O. Lundell (Monark), S		56	5.6
6.	R. Sigvardsson (A.J.S.), S		56	20
7.	A. Dirks (B.S.A.), N		56	20
8.	J. J. Cross (B.S.A.), F		56	20
9.	Rene Klym (B.S.A.), F		56	20
10.	G. Bertrand (B.S.A.), P		56	20
11.	B. Rashro (B.S.A.), D		56	20
12.	J. Schmid (B.S.A.), F		56	20
13.	E. Ostero (Mi-Vai), I		56	20
14.	S. Hansen (A.J.S.), B		56	20
15.	V. d. Oever (B.S.A.), N		56	20
16.	S. A. Hansen (B.S.A.), I		56	20
17.	V. Reviglio (Gillera), I		56	20
18.	Belgium: D. Denmark; F. France; G.B. Great Britain; I. Italy; N. Netherlands; S. Sweden.			

TEAM PLACINGS

1.	Sweden: B. Nilsson, L. Gustavsson, O. Lundell, aggregate time 2h 45m 56.2s; 2. Great Britain: D. C. Curtis, O. J. Draper, R. J. Langston, 2h 50m 54.7s; 3. France: J. Cross, Rene Klym, Robert Klym, 2h 52m 31.4s; 4. Netherlands: A. Dirks, J. Clynk, P. V. d. Oever, 2h 55m 15.5s; 5. Denmark: B. Rashro, E. Hansen, S. A. Hansen, 3h 0m 54.2s; 6. Italy: E. Ostero, L. Angeli, V. Reviglio, 3h 4m 57.6s.
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Question and Answer

MEANING OF SQUISH

CAN YOU PLEASE explain the meaning of the term squish, which I have come across on a number of occasions in connection with combustion chambers? Chigwell, Essex.

P. J. BRADWELL

A squish-type combustion chamber is one in which, as the piston approaches top dead centre, some of the mixture being compressed is "nipped" between adjacent surfaces of the piston and cylinder head and is "squished" out into the main body of the charge. If the squish is directed towards the sparking plug, the spread of flame through the charge is accelerated, permitting the use of weaker mixtures which burn more slowly than do chemically correct mixtures. Also, detonation occurs in the end gases—those most remote from the plug—and by projecting these gases inward the tendency to detonation is reduced. The sketch shows a normal non-squish layout and squish systems employed on four-stroke and two-stroke engines.



Three types of combustion chamber: the right-hand two embody a degree of squish, the third does not

figure for a single or parallel twin but, because of the wide differences in the vibrational characteristics of motor-cycle frames, factors as low as 50 per cent and as high as 80 per cent are encountered in practice.

OSCILLATING AMMETER

MY AMMETER NEEDLE oscillates widely when the machine is on the move with the lights switched on but behaves quite normally when the machine is stationary with the lights on and also when on the move during daylight. What is the most probable cause? Glasgow.

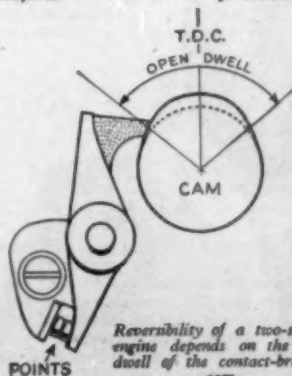
D. LAWSON

Most likely the leads to the rear light are chafed and causing an intermittent short circuit where they are clipped to the mudguard. Alternatively, a snap connector may be loose somewhere in the wiring.

BACKWARD TWO-STROKE

I UNDERSTAND that a two-stroke engine can run in either direction. Will you please explain in what circumstances reverse running could occur? Brestford.

J. WINSTONE



Reversibility of a two-stroke engine depends on the open dwell of the contact-breaker cam.

Where the ports of a two-stroke are piston-controlled, the timing is sym-

OUR INFORMATION service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and, whether intended for publication or not, must be accompanied by a stamped addressed envelope for early reply.

BIG-END SIDE PLAY

I HAVE STRIPPED my single-cylinder engine for its first decoke at 5,000 miles and find there is side play in the big-end bearing. Is this in order after so small a mileage? Also the piston can be moved laterally on the connecting-rod to a considerable degree. In all other respects everything appears to be perfect. Gloucester.

J. DODDS

A small amount of side play in the big-end bearing is normal and is of no consequence provided that the connecting-rod cannot foul the rims of the flywheels. An appreciable clearance between the sides of the small-end eye and the inner faces of the gudgeon-pin bosses of the piston is quite in order.

BALANCE FACTOR

NOT LONG AGO I read a technical article which I could only partly grasp, for reference was made to the balance factor of a crankshaft assembly and I do not understand what the term balance factor implies. Can you please explain? London, S.W.19.

P. B. SMITH

From the point of view of balancing to minimize vibration, a crankshaft assembly is considered to have two distinct portions—the rotating masses (crankpin, big end and lower part of the connecting rod) and the reciprocating masses (piston, gudgeon pin, small end and upper part of the rod). Balancing consists in weighting the crankshaft diametrically opposite the crankpin. The added weight is equivalent to that of the rotating masses plus a proportion of the reciprocating masses. That proportion, usually expressed as a percentage of the whole, is the balance factor. Around 65 per cent is an average

metrical and so an engine of this type is fundamentally capable of running in either direction equally well. However, it will run backward only if in that direction the spark occurs at about the right position of the piston, i.e., at or slightly before top dead centre. If the open dwell of the contact-breaker cam is such as to give suitable ignition timing in reverse and the timing is too far advanced in the correct direction of rotation, the engine could kick back and continue to run backward.

DENTED TANK

RECENTLY A STRONG, gusty wind blew my machine off the prop stand and a small, deep dent was put in the side of the petrol tank. I do not want to go to the expense of an exchange tank. Is there a satisfactory means of repair? Bedford.

G. DAWSON

The good appearance of your tank can be restored by careful filling of the dent, followed by repainting. Obtainable from accessory stores, plastic metal makes an excellent filler if the makers' instructions are followed. Once the filling has dried out overnight it may be filed and finished to contour. Alternatively there are plastic fillers which can be shaped with sandpaper once they are dry.

A LARGER BATTERY

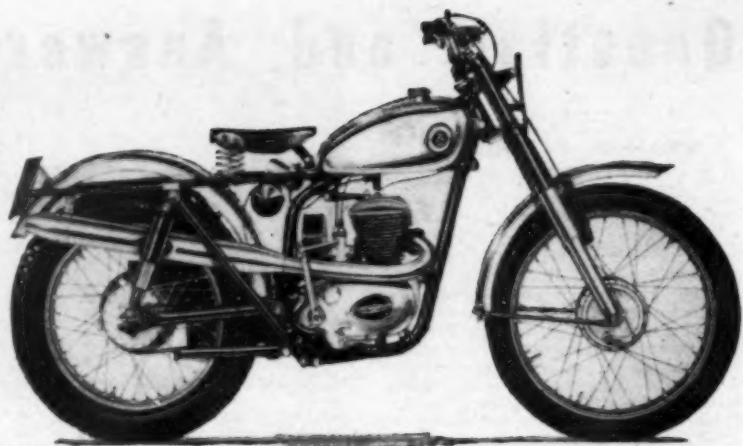
UNFORTUNATELY MY sidcar outfit has to be parked in the street overnight. Each morning the battery is almost completely discharged, and as a cure for the trouble I had thought of fitting a larger-capacity 6-volt car battery, and installing it in the sidcar boot. Would I have to alter the wiring or adjust the voltage regulator in any way? Cheam, Surrey.

A. ROBINSON

Your scheme is completely sound and, apart from extending the leads to the battery in the sidcar, adjustments to the electrical equipment will not be necessary. Remember, however, that you must do enough mileage when the battery is being charged to compensate for the current drain when the outfit is parked.

BEAUTY of line and finish, first-class handling and outstanding comfort—all are recognized attributes of the Francis-Barnett range of two-stroke roadsters, those aristocrats of the lightweight world. That reputation is well upheld in the 1959 programme, which includes four luxury mounts in capacities from 147 to 249 c.c. For the out-and-out sporting rider the tough and highly successful 249 c.c. Scrambler 82 has, for 1959, a partner in the Trials 83 model of similar engine size.

The road-going quartet comprises the 147 c.c. Plover 78 and 197 c.c. Falcon 81, both Villiers-powered, and the 171 c.c. Light Cruiser 79 and 249 c.c. Cruiser 80, which have A.M.C. engines. All four continue in production unaltered either in mechanical specification or in price, as also does the scrambles machine. There is, however, a change in colour scheme for the one-fifty, while the three larger road mounts are available without extra charge



New Colours for Francis-Barnetts



Above is the functional 249 c.c. Trials 83 model, a newcomer for 1959 and partner to the Scrambler 82. Left: the 171 c.c. Light Cruiser, introduced in May, looks well in its alternative Dover white and Arden green finish

**TWO-TONE FINISHES
IF REQUIRED : A NEW
TRIALS SPECIAL FOR
1959 : SIX MODELS
IN THE RANGE**

in two-tone finish as an alternative to the familiar and attractive Arden green.

Smallest-capacity model, the 147 c.c. Plover 78, has a Villiers engine-gear unit (with three-speed box) in a frame of outstanding originality. There is an orthodox top tube and a down tube extending beneath the engine, but the frame mid-section, deeply valanced rear mudguard and arms of the rear fork are all fabricated from steel pressings. Like all models in the

range the front fork is of telescopic pattern with oil damping. As the rear mudguard is supported in cantilever fashion, and the battery, tool kit, rear-suspension springs and lighting cables are concealed by the frame mid-section, the whole machine presents an exceptionally clean appearance. The traditional Arden green finish is retained for the frame and mudguards, but new for 1959 are tank side panels in Dover white.

A mid-season introduction, the 171 c.c. Light Cruiser 79 met with immediate acclaim. As the name suggests, it is virtually a smaller edition of the two-fifty Cruiser. Yet it is more than that, for the Light Cruiser has an individuality of its own. Handsome as are all Francis-Barnetts, the model strikes out in a new direction by featuring smooth-contoured, quickly detachable panels which extend rearward from the back of the cylinder to enclose the space between the underside of the dual-seat and the lower tubes of the sub-frame loops. The panelling shrouds the carburettor, which is therefore provided with a strangler operated by cable from the handlebar.

Using a special laminar-flow transfer and scavenge system similar to that of the two-fifty, the 171 c.c. A.M.C. engine has a bore and stroke of 59 and 62.7mm. The four-speed gear box is bolted to the rear of the crankcase and the neat unit is mounted in a frame of composite construction. Pressed-steel front-down and mid-section members are allied to twin top tubes which extend from the steering head to the spring-unit upper mountings then curve downward and forward to meet the bottom of the front-down member.

With a fuel capacity of 3½ gallons—unusually generous for a small-capacity mount—the elegant tank is provided with a quick-action filler cap. Tank sides are decorated with narrow horizontal styling bands, and

a similar motif is repeated on the sides of the enclosure panels. An added feature for 1959 is a small ignition warning light in the headlamp shell.

Carrying a name long associated with the popular 197 c.c. engine capacity, the Falcon 81 is powered by a Villiers Mark 10E unit (developed from the famous Mark 9E) which embodies a three-speed gear box. Rectifier-and-battery lighting is standardized. Frame of the Falcon is of orthodox tubular loop design and has pivoted-fork rear springing.

Most powerful model in the range, the Cruiser 80 is a two-fifty of advanced design, with its single-cylinder, four-speed engine-gear unit fitting snugly in a frame principally of pressed-steel construction. This attractive mount now enters its third year of production, and it is a measure of its success that no major change in specification has been found necessary although, as for the Light Cruiser, an ignition warning light has been added.

Developed by factory participation in national trials, the new 249 c.c. Trials 83 model is a rugged and functional machine with a specification which will be approved by knowledgeable riders. Designed to run on premium-grade fuel, the Mark 25C engine is a modified version of the 25T unit which powers the Cruiser 80. Bore and stroke are unaltered at 66 x 73mm, but the compression ratio is 9.25 to 1. The sparking plug (Lodge type 2HLN) is vertically mounted in the middle of the light-alloy cylinder head; offset to the left of the head is a spring-loaded compression-release valve.

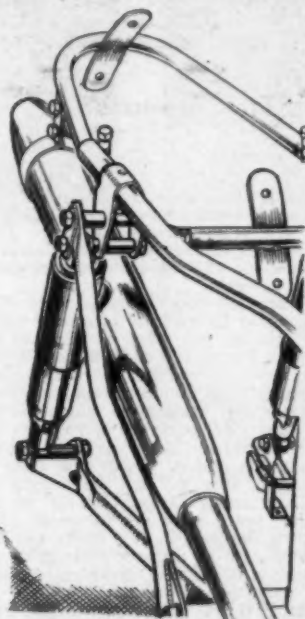
Bolted to the rear of the engine to form a compact assembly, the four-speed gear box with standard sprockets provides overall ratios of 8.0, 11.5, 19.4 and 28.6 to 1. (A 56-tooth rear-wheel sprocket is normally fitted but alternative sprockets with 58 and 60 teeth are obtainable at extra cost.) In standard form the machine is equipped with a crankshaft-mounted Wico-Pacy generator which incorporates lighting coils, though no lighting is specified. A direct lighting set, which includes a quickly detachable 5in-diameter headlamp, is available if required.

Almost identical to that of the Scrambler 82, the frame has a main loop of welded and brazed-lug construction. The 1½in-diameter front member curves rearward to pass below the power unit and meet the seat tube beneath and to the rear of the gear box; the rear sub-frame comprises twin tubes which pass horizontally beneath the fuel tank and saddle from the steering head to the rear spring-unit upper mountings. A hairpin loop, telescoped into the ends of the horizontal tubes, supports the rear mudguard. Diagonal struts link the spring-unit upper mountings to the base of the seat tube. The right-side strut is cranked outward to allow the silencer to be mounted within the frame, and for the same reason the right-hand suspension unit is carried on outrigger mountings at top and bottom.

The rear-suspension units are of Girling make and are adjustable for static loading; the front fork incorporates two-way hydraulic damping and is a Norton unit (a similar fork is used for the Scrambler 82). A competition-number holder is attached to the headlamp brackets (if the

machine is ordered without lighting) and the front registration plate is mounted across the fork stanchions. The handlebar is braced laterally. Wheels are 21in diameter front and 19in rear, and are fitted as standard with Dunlop Trials Universal tyres of 2.75 and 4.00in section respectively, with two security bolts to each wheel rim. Brake diameters are 6in front and 5in rear, and hubs are of full-width pattern.

Standard equipment includes a Dunlop trials saddle, ball-end brake and clutch



On the Trials 83 the right-hand rear-suspension unit has outrigger mountings to clear the silencer

levers, polished light-alloy mudguards, speedometer, tool box and bulb horn. Finish of the frame is in Arden green and the fuel tank is dull chromium plated.

Introduced last April, the Scrambler 82 is generally similar in specification to the trials machine except that, as it is not

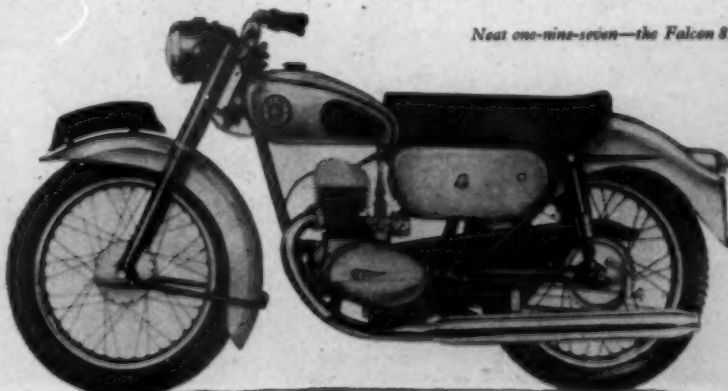
intended for road use, the generator has no lighting coils and registration plates are not provided. The engine has a higher compression ratio (10.5 to 1) and closer-ratio gears are supplied. In place of a saddle there is a small foam-rubber seat. The sports tyres are 2.75 x 21in at the front and 3.50 x 19in at the rear. As no silencer has to be accommodated, the rear sub-frame strut on the right-hand side is straight. A braced handlebar is now fitted.

An alternative to Arden green, a two-tone finish for the Falcon, Light Cruiser and Cruiser models is offered without extra cost. Arden green is retained for the frame and fork, but the fuel tank and mudguards, centre section and tool boxes of the Falcon and Cruiser, and the enclosure panels of the Light Cruiser have a new and arresting finish in Dover white; the effect is enhanced by horizontal bands in green on the tank sides of the Cruiser and Light Cruiser, and on the Light Cruiser panels.

The makers are Francis and Barnett, Ltd., Lower Ford Street, Coventry. Prices (in which total price includes purchase tax, payable only in Great Britain) are as follows:—

Models	Basic Price £ s d	Total Price £ s d
Flover 78, 147 c.c. two-stroke	98 10 0	122 17 7
Light Cruiser 79, 171 c.c. two-stroke	132 0 0	164 13 5
Falcon 81, 197 c.c. two-stroke	128 0 0	159 13 7
Cruiser 80, 249 c.c. two-stroke	148 10 0	185 5 0
Scrambler 82, 249 c.c. two-stroke	155 0 0	193 7 3
Trials 83, 249 c.c. two- stroke	159 0 0	198 7 0
Extras	£ s d	£ s d
Rectifier - and - battery lighting on Flover	5 15 0	7 3 5
Direct lighting set on Trials 83	5 5 0	6 11 0
Stop light and switch (on Falcon, Light Cruiser and Cruiser, and Flover if sup- plied with battery lighting)	16 6	1 0 7
Pillion footrests on Flover and Falcon	14 0	17 5
Rear-suspension dam- per unit on Flover	2 0 9	2 10 10
Chromium-plated tank (on Light Cruiser and Cruiser)	3 3 0	4 1 1
Alternative rear sprockets for Scram- bler 82 and Trials 83 models	1 10 0	no p.t.

Neat one-nine-seven—the Falcon 81



EVENTUALLY IT STARTED!

MANX SNAEFELL RACE, DOGGED BY BAD VISIBILITY, HELD ON

MONDAY INSTEAD OF SATURDAY : PETER RICHARDSON AND

GORDON BELL (NORTONS) THE WINNERS

POSTPONED from Saturday because of treacherous low cloud on the Mountain section of the course, the Snaefell Race for M.G.P. newcomers ran true to form last Monday afternoon. Victory in both categories went to riders who had previously put up the fastest practice laps. Winner of the 500 c.c. class was Peter Richardson (Norton), of Northwich, whose average speed for the four laps of the 37½-mile course was 85.06 m.p.h. Richardson beat D. Williams (B.S.A.), a 20-year-old apprentice engineer, by the narrow margin of 8.2s.

In the 350 c.c. class Gordon Bell (Norton), who hails from Ravenglass, in Cumberland, won by nearly three minutes from J. L. "Ginger" Payne (Norton), a well-known short-circuit star. Bell's race average of 84.15 m.p.h. constitutes a record, though his fastest lap at 84.69 m.p.h. does not. Both Richardson's 500 c.c. race speed and Williams' fastest lap of 87.26 m.p.h. are more than 3 m.p.h. down on Ned Minihan's records established last year.

A fatality marred the afternoon's sport

when J. Hutchinson (348 B.S.A.) ran off the road into the concrete posts flanking the first of the three bends at the 32nd Milestone. Hutchinson, who leaves a widow, was a 34-year-old press-tool maker from Liverpool.

Three half-hour postponements were announced on Saturday afternoon before the decision was taken to abandon the race for that day. For R. Bisbey (A.J.S.) that meant the end of a dream for he had to return to his Cannock home the following morning. Monday morning's weather was distinctly unfriendly and though the rain stopped and the roads dried around lunch time, riders' hearts sank again at 2.30 p.m. when the start was delayed for an hour owing to bad visibility on the higher stretches of the Mountain road. During the wait C. A. Chivers had the mortification to discover a crack in the crankcase of his G45 Matchless: he had no option but to withdraw.

At 3.30 the 100 starters (26 five-hundreds and 74 three-fifties) warmed their engines. Ten minutes later the clerk of the course, Douglas Hanson, broadcast

a warning of wet roads under the trees, treacherous surfaces at Quarter Bridge, the Quarry Bends and Bedstead Corner, and drifting mist on the Mountain.

In another five minutes the suspense was over. The maroon crashed and No. 1, W. Friend, heaved his 498 c.c. Triumph-engined D.W. Special forward off the starting grid.

The five-hundreds were sent off before the three-fifties and with few exceptions the starts were reasonably slick. But long before the last three-fifty was dispatched pit attendants were riveting their gaze on the scoreboard clocks—trying to divine their riders' early progress by the flicking of the pointers. By just after 4 p.m. the grid was cleared and 17 of the five-hundreds had passed through Ramsey. Clock watching then became the sole occupation of those in the grandstand and pits.

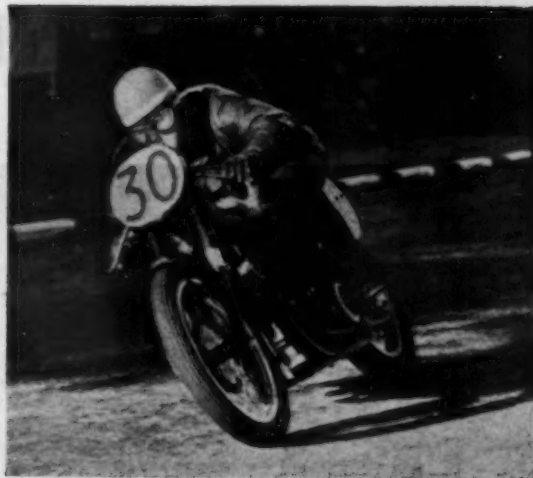
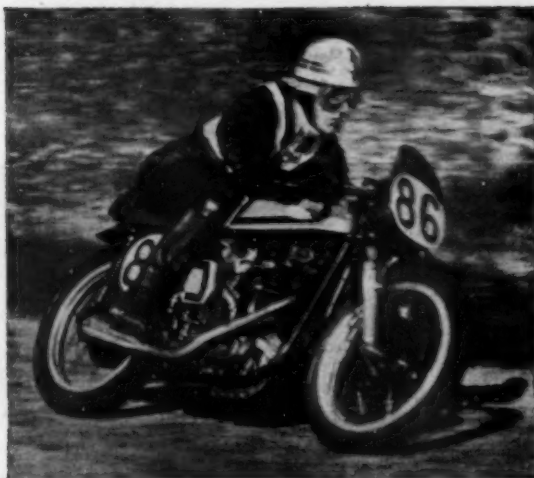
First pointer to jerk to "M" indicating a rider was passing the East Mountain Box at the end of the full-bore Mountain Mile, was that of No. 9, B. Betts (Norton), and it was followed immediately by that of No. 10, G. C. Young (Norton). Though he carried No. 19, Richardson's pointer was the fourth to move to "M"—obviously he was gobbling places. But even farther ahead of schedule, it seemed, were No. 24, P. Overton (B.S.A.) and No. 30, D. Williams.

The same story unfolded as the riders thundered past the pits to start their second lap, except that Young had passed Betts and thus had clear roads ahead, while Overton and Williams were even earlier than before. In due course the loudspeakers blared confirmation of the apparent general pattern of the leader board. With a lap in 26m 45.4s (84.61 m.p.h.) Williams led Overton by a mere 4.6s. Third was J. E. Griffiths (Norton), fourth Richardson, fifth John Holder (Norton) and sixth Young.

By then the three-fifties were streaking through, but with the faster men well spread out in the field it was almost im-

G. E. Briggs chases J. Evans through Cronk-ny-Mona in the 350 c.c. Race. They rode in fairly close company throughout the four laps; Briggs finished 11th at 78.81 m.p.h., Evans 12th at 78.68 m.p.h. Both are on Gold Star B.S.A.s





On the left is the 350 c.c. Race winner, Gordon Bell (Norton) who averaged 84.15 m.p.h. and made the fastest lap at 84.69 m.p.h. Second man home in the 500 c.c. Race, D. Williams (B.S.A.) is seen on the right as he enters the Glenruchery Road from Governor's Bridge

possible, without a battery of stop-watches, to judge who were the leaders with any exactitude. What did seem a fair bet, however, was that Bell was reproducing his practice form and that Keith Bannister (Norton) was moving much more rapidly than most folk expected. Scarcely more than a week earlier Bannister was a stranger to racing. He set tongues wagging in practice by returning the fastest 350 c.c. speed on two mornings. He was proving his mettle in fine fashion.

Sure enough it was Bell who had made the fastest three-fifty lap at 83.5 m.p.h., and Bannister lay second, though no less than 48s in arrears. Third was N. Bramhall (A.J.S.), then Payne 0.4s in front of P. W. Read (Norton), with J. M. Adam (Norton) sixth.

By then a chilly west wind had dispersed much of the cloud and the sun

shone brightly all round the course except where a little mist remained on the heights. As the five-hundreds completed their second lap many stopped for petrol and the slowing caused some reshuffling among the leaders. Williams was ousted from the lead by Overton, though by only 2.6s. Richardson and Griffiths also swapped places, but Holder and Young remained as before.

Attention switched to the clocks of the three-fifties. Payne's pointer snapped from "R" (Ramsey) to "M," while Bannister's stuck at "R." Surely there was some mistake, for Bannister had started 50s before Payne? But, no. Payne duly screamed into his third lap while Bannister's pointer remained obstinately immobile. His engine had gone sour round the back of the course and he limped in disconsolately to retire. Payne, Read

and Adam all moved up two places and I. P. Wallace (Norton) became sixth, ahead of Bramhall.

It was Holder's turn for disappointment on Lap 3. Though he was the fifth five-hundred he was a shade less than a minute behind the leader, but his chances melted when his engine died at Ballaugh. Williams regained his lead on that lap, but Richardson pegged him back in the final lap and had the amateur stop-watch sleuths missing heartbeats to the very end, so narrow was his win.

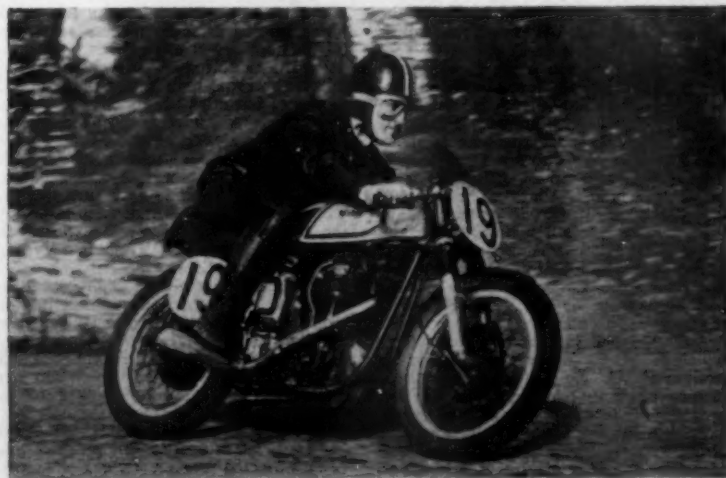
No such excitement animated the 350 c.c. finish. Bell was in a class apart while Payne and Read remained almost equally secure in their second and third places.

FINAL PLACINGS

500 c.c. Class				
	h	m	s	m.p.h.
1. P. E. Richardson (Norton) ..	1	46	23	84.88
2. D. Williams (B.S.A.) ..	1	47	37.4	84.21
3. J. E. Griffiths (Norton) ..	1	48	20.6	83.55
4. P. Overton (B.S.A.) ..	1	51	04.8	81.52
5. B. Betts (Norton) ..	1	51	15	81.40
6. G. C. Young (Norton) ..	1	52	00.2	80.66
7. V. F. Broome (B.S.A.) ..	1	57	13.4	77.50
8. M. Hobson (B.S.A.) ..	1	57	41	76.97
9. E. T. Boarer (Norton) ..	1	58	10	76.64
10. M. K. Ward (Norton) ..	1	59	46.4	75.56
11. D. W. Easton (B.S.A.) ..	2	00	53.6	74.91
12. A. R. Copland (B.S.A.) ..	2	00	53.6	74.91
13. G. A. Jenkins (Norton) ..	2	04	14	73.80
14. J. B. Dunne (Norton) ..	2	04	14	73.80
15. A. A. Stride (Norton) ..	2	05	11	73.50
16. R. P. Holmes (B.S.A.) ..	2	05	11	73.50
17. F. G. Croucher (B.S.A.) ..	2	05	11	73.50
Fastest Lap.—Williams, 25m 56.6s; 87.26 m.p.h.				

350 c.c. Class

	h	m	s	m.p.h.
1. G. Bell (Norton) ..	1	47	41.8	84.15
2. J. W. Payne (Norton) ..	1	48	24.4	81.38
3. P. W. Read (Norton) ..	1	48	24.4	81.38
4. J. M. Adam (Norton) ..	1	51	44.8	81.04
5. N. Bramhall (A.J.S.) ..	1	51	50.8	80.97
6. I. P. Wallace (Norton) ..	1	52	06	80.78
7. K. E. Pitt (Norton) ..	1	52	39.8	80.38
8. O. K. Penson (Velocette) ..	1	53	02.6	80.11
9. R. Cusshaw (B.S.A.) ..	1	58	27.8	79.48
10. E. Sarfoot (Norton) ..	1	58	11.4	79.31
11. G. E. Briggs (B.S.A.) ..	1	58	55	78.81
12. J. Evans (B.S.A.) ..	1	58	55	78.81
13. J. Hield (B.S.A.) ..	2	00	52	78.52
14. D. W. Smith (A.J.S.) ..	2	00	52	78.52
15. G. L. Eccles (B.S.A.) ..	2	00	52	78.52
16. T. Sudden (Norton) ..	2	01	13	78.03
17. H. L. Urquhart (A.J.S.) ..	2	01	13	78.03
18. K. A. Payne (A.J.S.) ..	2	01	13	78.03
19. D. J. Duncan (B.S.A.) ..	2	01	13	78.03
20. B. Warburton (Norton) ..	2	01	13	78.03
21. R. Minto (Norton) ..	2	01	13	78.03
22. M. MacDonnell (B.S.A.) ..	2	01	13	78.03
23. J. W. Wood (B.S.A.) ..	2	01	13	78.03
24. G. Hayward (Norton) ..	2	01	13	78.03
25. R. E. Fox (A.J.S.) ..	2	01	13	78.03
26. P. Fisher (Norton) ..	2	01	13	78.03
27. T. Brown (Norton) ..	2	01	13	78.03
28. V. Kelly (A.J.S.) ..	2	01	13	78.03
29. A. Hinchinson (B.S.A.) ..	2	01	13	78.03
30. F. H. Track (A.J.S.) ..	2	01	13	78.03
31. D. P. Shorey (Norton) ..	2	01	13	78.03
32. J. C. Smith (A.J.S.) ..	2	01	13	78.03
33. M. A. Atkin (B.S.A.) ..	2	01	13	78.03
Fastest Lap.—Bell, 25m 45.6s; 84.69 m.p.h.				



Winner of the 500 c.c. Race—Peter Richardson (Norton), a member of the Winsford Club, from Northwich, Cheshire. He beat Williams by only 8.2 seconds with a speed of 85.06 m.p.h.

A BOND MINICAR SALOON



Extensive screen and window area is an attractive feature of the new Bond three-wheeler.

IN introducing a saloon version of the 197 c.c. Mark E Bond Minicar two-three seater, the manufacturers cheerfully acknowledge subservience to the English weather. Known as the Mark E Saloon Coupé, the addition to the range is intended for those drivers who always fear the climatic worst and cannot be bothered with hoods or detachable hard-tops.

The basic Mark E (which continues in production) was described in *The Motor Cycle* last January and in this new guise is changed only in respect of the superstructure. As on all Bond Minicars there is no separate chassis and the body is of stressed-skin construction with steel reinforcement and aluminium panelling.

Latest of its line, the Mark E naturally has more up-to-date styling than the Mark D Family de Luxe; in particular the body shape is full-width and there are only vestigial rear mudguards. The lines of the dummy front mudguards and the tail fall slightly from the door to front and rear.

On the Saloon Coupé the wrap-round safety-glass windscreen of the open model is retained but in place of the Vynide hood is a smart polyester/glass saloon top which fits snugly on to rubber beading on the body. A channel at the front holds the upper edge of the windscreen on both sides of the glass; above the windows on each side is a rain gutter.

Perspex is the material of the other windows. As on the open Mark E, sliding panes are employed for the door win-

dows but the quarter lights are set in Claytonrite rubber glazing strip—with a beading of the body colour—and so, too, is the full-width, curved rear window. The extensive window area gives an impression of interior spaciousness but results in thin roof pillars which are therefore reinforced with steel.

Both versions of the Mark E have considerable luggage space behind the tip-forward backs of the divided and adjustable seats. What is the rear decking on the open model is enclosed on the Saloon Coupé and, Vynide covered, forms a very useful parcel shelf.

Powering both the Mark E models is the Villiers 9E/4S four-speed engine-gear unit with 12-volt Siba Dynastart starter-generator equipment. Following normal Bond practice the unit is steerably mounted on the forward bulkhead of the machine and drives the single front wheel by chain. All three wheels are mounted on pivoted trailing arms; that at the front is controlled by a coil spring and a hydraulic damper whereas suspension of the rear wheels is by Flexitor rubber-in-torsion bushes. Wheelbase is 5ft 6in and rear track is 4ft 5in. Fuel-tank capacity is 3½ gallons.

A familiar Minicar feature is the steering lock of 90 degrees each side of straight ahead. So small is the resultant turning circle that a reverse gear is not normally needed. However, reverse switching for the Dynastart is available at extra charge but it is, of course, necessary for intending drivers of vehicles so

equipped to be in possession of a Group A driving licence.

The remaining Bond Minicar to be marketed for 1959 is the Mark D Family de Luxe model; the standard version and the two-seater Mark D open and hardtop models have been discontinued to simplify production. The Mark D has a basically similar system of chassis-body construction to the Mark E but the wheelbase and track are slightly smaller. The Villiers 9E engine-gear unit with Siba Dynastart is employed but the gear box has three ratios instead of four; reverse switching can be obtained at extra cost.

Engine mounting and wheel suspension follow the same lines as on the Mark E machines but the bodywork is completely different. In contrast with the broad, straight-line styling of the Mark E, the Family de Luxe has a narrower body with more sloping bonnet line and separate front (dummy) and rear mudguards. Though curved, the windscreen is not of the wrap-round pattern and a near-side door only is embodied. There is a Vynide hood and detachable side curtains.

The bench-type seat is wide enough to accommodate a child in addition to two adults without discomfort. To the rear are two additional inwardly facing rear seats for youngsters, so the Family model really lives up to its name. When not occupied the rear compartment forms valuable luggage-carrying space.

Features common to all three Bond Minicars are 4.00×8in tyres, mechanically operated brakes, twin headlamps,

POPULAR THREE-WHEELER RANGE INCLUDES THE MARK E WITH SHAPELY GLASS-REINFORCED-PLASTIC TOP: MINOR CHANGES TO SCOOTERS

Model P1 Scooter with 148 c.c.
Villiers engine



electric windscreen wiper (two blades on the Mark E) and front and rear bumpers. A spare wheel is available for the Mark E models at extra charge and is stowed on the left of the luggage compartment.

Colour schemes for the tourers are British racing green, suede green or red; the saloon is obtainable either with an all-over finish in one of those colours or with the lower half only so painted and the top in fawn.

The stylish and unusually interesting Bond scooters have proved so successful that they are continued for 1959 with

gusseted to the steering head tube and terminates in front of the power unit which is attached to it by plates. Twin 1½-in-diameter tubes splay upward from the main tube, ahead of the engine, then sweep rearward to support the bodywork, dual-seat, petrol tank and rear-suspension unit. Two transverse loops depend from those tubes and are linked by plates which form the rear mounting of the power unit and carry the rear-wheel suspension-arm pivot spindle, of eccentric pattern for chain adjustment.

Front-wheel suspension is also by

Armstrong coil-spring unit with hydraulic damping. The 10-in diameter wheels are equipped with 4in-section tyres and 5in brakes; the rear brake is heel operated.

Power unit of the P1 is the Villiers three-speed Mark 31C/3SF, whereas the four-speed 9E/4SF is fitted to the P2. Both have Siba Dynastart electrical equipment and are cooled by fan and ducting. Gear changing is by rocking pedal on the right with staggered foot pieces.

Quiet running is achieved by means of an intake silencer, embodying an air filter, and an effective multi-stage oval-section exhaust silencer mounted transversely below the main frame tube, forward of the engine.

Outstanding feature of these scooters is the bodywork, made of polyester/glass and showing automobile influence in its attractive styling. Though it turns with the handlebar, the large front mudguard blends neatly into the weathershield which embodies a lockable container behind the steering head and beneath the instrument panel. Giving a twin-boom effect, rearward projections of the main body portion flank the rear lamp and carry the reflectors. Detachable side panels give access to the engine and transmission, and their method of fastening has been improved on the latest models.

The dual-seat is hinged at the right-hand side and can be raised to reveal the tank filler cap and the sparking plug. Capacity of the tank is 2½ gallons and both it and the simple rear mudguard are polyester/glass mouldings. A small modification for 1959 is strengthening of the centre and prop stands.

Extras include an effective windscreen with handlebar mounting—which replaces the weathershield-mounted proprietary screen formerly offered—a luggage carrier, also now made in the Preston factory, and a spare wheel.

The two-tone finishes of the scooters are grey and pale blue or green and ivory. A third combination, maroon and ivory, is likely to be offered shortly.

Makers are Sharps Commercial, Ltd., Ribbleson Lane, Preston, Lancs, and prices (in which the total price includes purchase tax, payable only in Great Britain) are as follows:—

Minicars	Basic Price			Total Price		
	£	s	d	£	s	d
197 c.c. Mk. D Family de Luxe	266	12	1	335	5	3
197 c.c. Mk. E Tourer	302	0	0	379	13	9
197 c.c. Mk. E Saloon Coupé	302	0	0	379	13	9
Scooters						
148 c.c. Model P1	148	0	0	184	12	6
197 c.c. Model P2	160	0	0	199	12	0

Extras for Scooters			no p.t.
Windscreen	6	17	
Carrier	3	17	
Cover for machine	1	5	
Spare wheel and tyre	5	5	

only very minor modifications. First of the two to be announced, in January, was the 148 c.c. P1, and it was joined in July by a 197 c.c. version known as the P2.

Basis of both models is an all-welded tubular frame; the double-bent main tube, of 2½-in diameter, is welded and

pivoted arm; both the wheel-carrying arms are made from rectangular-section tubing and through them are bolted the sturdy stub axles. The forward arm is pivoted in a lug at the bottom of a single curved stanchion tube attached to the lower end of the steering column. Suspension medium for each wheel is an



The Mark D Family de Luxe



S. L. Lewis (Senior M.G.P. Matchless) begins to pull off the road at Ramsey Hairpin as N. J. Price (Senior Norton) peels off from the gutter on the approach and prepares to pass through on the inside

In the Manxland Groove

M.G.P. and Snaefell Competitors at Practice : Broadcasts Guide : Senior Race Entries

AS reported in last week's issue of *The Motor Cycle*, the beginning of practising the previous Monday coincided with a general brightening of the weather. Unhappily the very first training session robbed the M.G.P. races of two of their most conspicuous riders. Ellis Boyce, holder of the Senior lap record at 94.04 m.p.h., misjudged Bedstead Corner on Geoff Monty's 499 c.c. Norton and broke a thumb. The other casualty was Colin Broughton, a local rider who finished fifth in last year's Junior. He had the great misfortune to run into a *mêlée* at the 11th Milestone and fractured a shoulder and wrist.

"It is an ill wind. . . ." With Boyce out of action, Monty looked around for a rider of his three-fifty Norton. He chose T. R. Graham, a 26-year-old Lockerbie lad with a very progressive M.G.P. record over the last three years, culminating in eighth place in the 1957 Senior and ninth in the Junior. The five-hundred was rebuilt and loaned to A. Craven who finished 11th in last year's Senior. The spare engine which was to have been fitted to Boyce's model just before race day was put at the disposal

of Tom Thorp who had otherwise planned to ride his 348 c.c. Norton in the Senior.

BILL BANCROFT'S modifications to Alan Shepherd's 1958 7R A.J.S. are chiefly concerned with the frame and are the outcome of a good deal of previous experiment with a 1953 model—that being ridden by C. B. Appleyard in the Junior M.G.P. To overcome cracking thought to be due to high-frequency vibration and to steady the behaviour of the rear end, Bancroft stiffened the frame of the older model in the region of the fork-pivot mounting by easy stages. Satisfied that he was working on the right lines, he put his principle into practice more drastically on the new model.

FIRST, a gusset plate was welded to the back of the rear left-hand frame tube where it curves upward. Then two straight tubes, slightly flattened, were brazed to the sides of the fork-pivot mounting and the rear of the top tube. This latter measure made it impossible to use the standard oil tank, so a new tank was made to fit between the stiffening tubes and rest on sponge-rubber strips. The right-hand tube also necessitated a large

On the Air

TODAY'S Senior Manx Grand Prix—the 500 c.c. class—will be covered by three broadcast commentaries in the B.B.C. Light Programme. Times are 10.40 to 11 a.m., noon to 12.15 p.m. and 1 to 1.30 p.m. In the evening, race summaries will be broadcast as follows: North of England Home Service, 8 to 8.15; General Overseas Service, 10 to 10.15. Highlight of the Manx week, the race will take place over six laps of the 37.73-mile Mountain course—a total distance of 226.38 miles. The start is at 10.45 a.m.

piece being cut off the carburettor bell-mouth but these sacrifices were thought to be worth while. Apart from the frame modifications, the only other alterations were to cut and weld the exhaust pipe to give greater cornering clearance and to fit Woodhead-Monroe rear suspension units.

IN dull but dry weather the fastest Snaefell Race men bumped up their lap speeds by about 3 m.p.h. when they practised for the second time on the Tuesday evening. Again Richardson was the fastest five-hundred and again Bell bettered Richardson's speed by roughly 1 m.p.h. on a three-fifty. There was almost a 100 per cent turn-out and 30 riders were keen and quick enough to get in three laps. The general standard of riding was creditable and seemed to have improved a little since the previous evening. As might be expected of comparative strangers to the course, riding was noticeably better on the open bends than on those which come into the rider's view only at the last moment. Some of the riders, in fact, have previous racing experience on the Mountain course—in last year's Newcomers' Race or earlier Clubman's events—but by far the majority are really new to the circuit.

Best Lap Times, Tuesday p.m., September 2

SNAEFELL RACE 500 c.c.			
	m.	s.	m.p.h.
1. P. E. Richardson (Norton) ..	27	13	83.20
2. J. E. Griffiths (Norton) ..	27	25.8	82.66
3. P. Overton (B.S.A.) ..	27	42.4	81.74
4. B. Betts (Norton) ..	27	57.4	80.99
5. D. Williams (B.S.A.) ..	28	14	80.21
6. J. F. Stracey (Norton) ..	28	25.8	79.75

SNAEFELL RACE 350 c.c.			
	m.	s.	m.p.h.
1. G. Bell (Norton) ..	26	51.6	84.31
2. J. M. Adam (Norton) ..	27	25.6	82.57
3. J. L. Payne (Norton) ..	27	29.2	82.39
4. F. Wallace (Norton) ..	27	48.2	81.45
5. W. Siddles (B.S.A.) ..	28	10.4	80.37
6. F. W. Read (Norton) ..	28	10.6	80.38

AS a result of minor mechanical bothers or physical tiredness, about 20 of the previous evening's trainees failed to show up for the third Snaefell Race practice session which followed early next morning. Once more the weather was kind except for some mountain fog in the later stages. In the 500 c.c. class J. E. Griffiths (Norton) showed consistent improvement. After having been third fastest in the initial training session and second fastest next time out, he graduated to fastest man on the Wednesday morning. But the

quickest three-fifty—K. Bannister (Norton)—followed Bell's earlier example and bettered Griffiths' time by 3.8s. Bannister's showing surprised many folk for, though he rides all types of roadsters in his work as a motor-cycle service manager, he had never ridden a pukka racing model before practising began. Part of the credit for his progress belongs to Stan Dibben, the well-known ex-T.T. rider now with Perry Chains, who has been coaching Bannister in machine preparation and course study.

Best Lap Times, Wednesday a.m., September 3

SNAEFELL RACE 500 c.c.			
	m.	s.	m.p.h.
1. J. E. Griffiths (Norton) ..	26	03.6	80.69
2. P. Overton (B.S.A.) ..	26	06.2	80.61
3. J. R. Holder (Norton) ..	26	46	78.73
4. B. Lindley (B.S.A.) ..	26	01.2	78.02
5. M. E. Ward (Norton) ..	26	13.4	77.46
6. J. F. Stracey (Norton) ..	26	50	75.90

SNAEFELL RACE 350 c.c.			
	m.	s.	m.p.h.
1. K. Bannister (Norton) ..	27	59.8	80.87
2. W. Bramhall (A. J. S.) ..	28	42.6	79.87
3. L. Payne (Norton) ..	28	43.4	78.94
4. G. A. Sutherland (Norton) ..	28	56.8	78.20
5. J. H. T. Gribben (B.S.A.) ..	28	02.6	77.95
6. F. W. Read (Norton) ..	28	04.8	77.86

Wednesday evening practice picture at Keppel Gate on the Mountain road of Bob Downy neatly banked over on his Senior Norton



ENTRIES FOR TODAY (THURSDAY)

Senior Manx Grand Prix

Rider	Machine	Club	Rider	Machine	Club	Rider	Machine	Club
P. A. Alexander	B.S.A.	Bradford	T. Godfrey	Norton	Southampton	A. Raynor	349 A.J.S.	Pewell
C. E. Appleby	Norton	Bristol	T. R. Graham	Norton	Dumfries	M. Redford	Norton	Louth
G. R. Blanning	348 B.S.A.	Salop	J. D. Hamilton	Norton	Southampton	D. Rigby	B.S.A.	St. Helens
R. J. Brinnard	Norton	Shirley	M. R. Hancock	Norton	B.M.C.R.C.	H. Riley	348 Norton	Wirral 100
M. T. Brooks	Norton	Wirral 100	R. J. Harrison	Norton	B.M.C.R.C.	R. C. Ritchie	Matchless	Bedford Eagles
J. Bullock	Matchless	Wigan	J. C. Holloway	349 A.J.S.	Mon' Christie	F. A. Rutherford	Norton	Grasshopper
F. Burgess	Norton	Cambridge Centur	B. Hunter	348 F.B.S.	B.M.C.R.C.	W. J. Savford	Norton	(Ramford)
G. R. Butler	349 A.J.S.	Grasshopper	J. R. Hurlstone	Norton	Winford	C. Scott	348 Norton	Sidcup
R. H. Carman	349 A.J.S.	Waterloo	J. F. Jackson	349 A.J.S.	Bradford	I. T. Shakespeare	348 Norton	Sheffield North End
B. B. Carr	B.S.A.	Hawick and Border	L. A. James	348 Norton	B.M.C.R.C.	A. Shepherd	Norton	Wolverhampton
P. Carr	349 A.J.S.	Bermondsey	D. R. Kelly	Norton	Southern (I. & M.)	F. J. Steele	348 B.S.A.	Hardth
I. Clarke	Norton	Bradford	M. S. Kelly	Norton	Southern (I. & M.)	R. J. Sweetman	349 A.J.S.	Wirral 100
A. Craven	348 Norton	Southern (I. & M.)	S. L. Lewis	Norton	Wrenham	K. A. Taubman	B.S.A.	Grasshopper (Ramford)
E. B. Crooks	348 B.S.A.	Manchester	B. Lund	Norton	Scarborough	J. R. Thurston	Norton	North Linca
H. Crowder	348 B.S.A.	Vincen'	M. A. McStay	348 Norton	Thame	J. G. Trueman	349 A.J.S.	Grasshopper
P. J. Darvill	P.J.D.	Vincen' H.R.D.	R. Masson	349 A.J.S.	B.M.C.R.C.	G. H. Turner	Norton	Rotherham
E. P. Davies	Norton	Soton	P. C. Middleton	Norton	Grove Park	T. Thorp	Norton	B.M.C.R.C.
R. L. Dawson	348 B.S.A.	Rugby	J. D. Morton	Norton	Dewsbury	E. Upwin	348 B.N.	B.M.C.R.C.
J. W. Deaville	Norton	Stone	M. W. Murphy	Norton	Sora	C. W. Walker	B.S.A.	Cranley
G. T. Dawnes	349 A.J.S.	Leicester Query	G. C. A. Munday	Norton	Winchester	E. J. Washer	348 B.S.A.	Sidcup
B. Dewar	Norton	Pewell	J. Newell	B.S.A.	Westminster Racing	F. Watall	348 B.S.A.	Louth
P. J. Donnelly	Norton	Westminster Racing	C. E. Packer	Matchless	B.M.C.R.C.	C. Watson	348 B.S.A.	B.M.C.R.C.
B. A. Donnan	Norton	Westminster Racing	O. Parkin	348 B.S.A.	Sidcup	T. F. Watson	B.S.A.	St. Helens
W. D. Fellows	348 B.S.A.	Alcester	J. F. Patrick	B.S.A.	Rotherham	D. Williams	348 B.S.A.	Scarborough
H. J. Fletcher	B.S.A.	Northwich	L. G. Poyon	348 Norton	Louth	C. Wilson	Norton	Wirral 100
V. Fulton	Norton	Grasshopper	D. Pratt	Norton	West Lons	D. Woodman	B.S.A.	Wirral 100
H. R. Gibson	Matchless	(Ramford)	R. Proctor	Norton	Stafford	R. D. Wroe	348 Norton	Wirral 100
M. J. Gittins	Norton	Shrops and Staffs	N. J. Price	Norton	Wrenham			

works bend and he was unfortunate enough to sustain severe concussion and a fractured pelvis.

Best Lap Times, Wednesday p.m., September 3
SENIOR M.G.P.

	m	s	m.p.h.
1. E. J. Washer (Norton)	24	28	92.57
2. J. H. Hurlstone (Norton)	25	05.6	90.17
3. N. J. Price (Norton)	25	10	89.36
4. R. Dowdy (Norton)	25	17.6	89.53
5. R. B. Crooks (Norton)	25	30.8	88.76
6. A. Shepherd (Norton)	25	40.4	88.21

JUNIOR M.G.P.

	m	s	m.p.h.
1. J. H. L. Lewis (Norton)	25	28.8	89.87
2. R. J. Washer (Norton)	25	54.2	87.42
3. A. Shepherd (Bancroft-A.J.S.)	25	57	87.25
4. R. B. Crooks (Norton)	26	18.4	86.09
5. O. C. A. Murphy (Norton)	26	18.5	86.06
6. R. H. Carman (A.J.S.)	26	19.2	86.05

EXCEPT for learning just how nasty riding conditions can be, the 97 newcomers who turned out on Thursday morning might have derived more benefit from staying in bed a few hours longer. The whole course was wet and gloomy and mist shrouded the upper reaches. Bannister maintained his earlier promise by heading the three-fifties again.

Best Lap Times, Thursday a.m., September 4
SHAEFFEL RACE 500 c.c.

	m	s	m.p.h.
1. B. Belts (Norton)	34	16.8	66.06
2. O. C. Young (Norton)	37	37.4	60.19
3. E. Richardson (Norton)	38	05.2	58.45
4. D. W. Easton (B.S.A.)	39	46.4	56.93
5. M. E. Ward (Norton)	40	02	56.55
6. J. B. Dunne (Norton)	40	46.6	55.55

SHAEFFEL RACE 350 c.c.

	m	s	m.p.h.
1. K. Bannister (Norton)	36	24	62.21
2. J. J. Payne (Norton)	37	05.2	61.05
3. V. Reilly (A.J.S.)	37	32.6	60.31
4. P. W. Read (Norton)	37	39	60.14
5. J. R. Hudson (Velocette)	38	11	59.30
6. E. A. Johnson (B.S.A.)	38	18.2	59.17

THE Thursday afternoon training session is always used by the organizers as a dress rehearsal for the 10s-interval start and by the prophets as a guide to race-day form. Slowly and with an ill grace the murk and storm clouds lifted and near-perfect racing conditions prevailed long enough for the M.G.P. riders to have a good outing; many covered four laps. The prophets sought in vain for a clear lead on prospects. Fresh names headed both classes, Bob Dowdy (Norton) with 91.92 m.p.h. among the Seniors and Bob Ritchie (A.J.S.) the best Junior rider at 88.52 m.p.h.

ALAN SHEPHERD maintained his steady improvement in both categories. John Lewis showed that his Junior best time of the previous evening was no flash in the pan when he took his Senior Norton round only fractionally slower than Dowdy. Third best in the Junior category, T. R. Graham rode Geoff Monty's Norton very competently and amply justified the latter's trust. It was grand to see Peter Middleton out for the first time since he was thrown the previous Monday; he did one steady but workman-like lap on his five-hundred Norton at 81 m.p.h.

Best Lap Times, Thursday a.m., September 4
SENIOR M.G.P.

	m	s	m.p.h.
1. R. Dowdy (Norton)	24	36.2	91.92
2. J. H. L. Lewis (Norton)	24	58.8	91.61
3. R. B. Crooks (Norton)	24	52	91.19
4. T. Godfrey (Norton)	24	58	90.69
5. A. Shepherd (Norton)	24	56.8	90.63
6. N. J. Price (Norton)	25	18.2	88.50

JUNIOR M.G.P.

	m	s	m.p.h.
1. R. C. Ritchie (A.J.S.)	25	35.3	88.52
2. A. Shepherd (Bancroft-A.J.S.)	25	56.4	87.29
3. T. R. Graham (Norton)	26	05	86.81
4. A. Newstead (A.J.S.)	26	11.3	86.48
5. J. L. Lewis (Norton)	26	11.6	86.45
6. E. J. Washer (Norton)	26	13	86.38



Leaving Parliament Square, Ramsey: A. S. Avis (Junior M.G.P., A.J.S.) of Ashford, Middlesex

THE caution which is customary by choice during the final practice session was forced on the newcomers by wet roads and mist on the Mountain on Friday morning. At the conclusion, 14 riders, or just over ten per cent of the entry, had failed to qualify.

AFTER putting up sixth best 350 c.c. time on his opening lap, Australian Eric Sullivan was one of the few to essay a second and had the ill luck to scrape the wall at Waterworks Corner; he was taken to Ramsey Cottage Hospital for attention to leg cuts. To compensate for some of his lost M.G.P. practice, Peter Middleton was allowed out at the head of the newcomers; he rode the five-hundred and put in two good laps.

Best Lap Times, Friday a.m., September 5
SHAEFFEL RACE 500 c.c.

	m	s	m.p.h.
1. P. E. Richardson (Norton)	33	18.6	67.36
2. J. B. Dunne (Norton)	34	38.2	65.37
3. D. W. Easton (B.S.A.)	35	16.4	64.20
4. W. Friend (D. W. Special)	36	48.8	62.53
5. J. R. Holder (Norton)	36	25.4	62.47
6. P. Tomlinson (Triumph)	37	18.2	60.71

SHAEFFEL RACE 350 c.c.

	m	s	m.p.h.
1. K. E. Pitt (Norton)	32	14	70.29
2. T. Sugden (Norton)	33	20.4	67.92
3. V. Reilly (A.J.S.)	34	48.4	65.09
4. D. W. Smith (A.J.S.)	34	52.4	64.93
5. J. T. O'Brien (B.S.A.)	35	14	64.77
6. E. W. Sullivan (A.J.S.)	35	29.6	63.80

RIDERS could scarcely fail to be on form on Friday evening for the weather might have been plucked from the height of a Hawaiian summer. Alan Shepherd's consistent whittling of his lap times was again conspicuous and he topped both classes with laps which started from rest and finished coasting into the pits. Riding John Surtees' five-hundred Norton, Ned Minihan hit something like true form for the first time since his entanglement with Middleton four days earlier, and bested everyone but Shepherd.

IN the Junior class George Murphy rode his Norton with obvious zest to compensate for the loss of practice the previous afternoon through mechanical failure; he made second-best time. But Middleton found Francis Beart's drastically modified

Norton not yet through its teething troubles on its first airing and therefore decided to use his own model on race day.

THE evening's delights were blackened when Maurice Wassell, a 26-year-old Rotherham electrician and a regular M.G.P. competitor, rode his Junior A.J.S. into the bank just beyond Brandywell Corner on the Mountain descent and was killed outright.

Best Lap Times, Friday p.m., September 5
SENIOR M.G.P.

	m	s	m.p.h.
1. A. Shepherd (Norton)	24	55.8	90.80
2. E. Minihan (Norton)	24	56.8	90.63
3. W. J. Lawford (Norton)	25	20.2	89.35
4. J. H. Hurlstone (Norton)	25	34.2	88.53
5. H. Lund (Norton)	25	52.2	87.51
6. R. C. Ritchie (Matchless)	26	02.8	86.91

JUNIOR M.G.P.

	m	s	m.p.h.
1. A. Shepherd (Bancroft-A.J.S.)	25	54	87.41
2. O. C. A. Murphy (Norton)	25	56.2	87.28
3. R. H. Carman (A.J.S.)	26	24.2	85.74
5. H. A. Jenkins (Norton)	26	24.6	85.72
6. E. J. Washer (Norton)	26	25	85.70

A WEEK'S practising which began in promising weather came to a miserable end when Monday morning's final training session for M.G.P. riders was spoiled by teeming rain and mountain mist. Probably the least depressed rider was Ned Minihan who, on his first serious outing on John Surtees' Junior Norton, made fastest lap at 72.49 m.p.h.

Best Lap Times, Monday a.m., September 8
SENIOR M.G.P.

	m	s	m.p.h.
1. R. Dowdy (Norton)	31	44.2	71.33
2. J. H. Hurlstone (Norton)	31	50.6	71.11
3. N. J. Price (Norton)	32	33.4	69.58
4. M. B. Kelly (Norton)	32	50.4	68.95
5. F. A. Rutherford (Norton)	33	39.8	67.26
6. T. R. Graham (Norton)	33	45	67.09

JUNIOR M.G.P.

	m	s	m.p.h.
1. E. Minihan (Norton)	31	14.3	72.49
2. T. Thorp (Norton)	32	31.4	69.63
3. N. J. Price (Norton)	32	33.4	69.58
4. R. B. Crooks (Norton)	32	41.8	68.26
5. A. Shepherd (Bancroft-A.J.S.)	33	39.8	67.26
6. E. Uwin (B.S.A.)	33	17.4	68.02

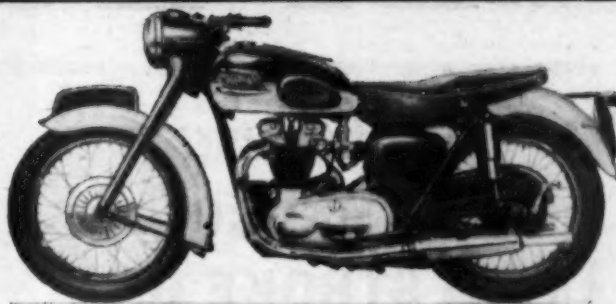
See next week's issue for full reports of Senior and Junior Manx Grand Prix Races

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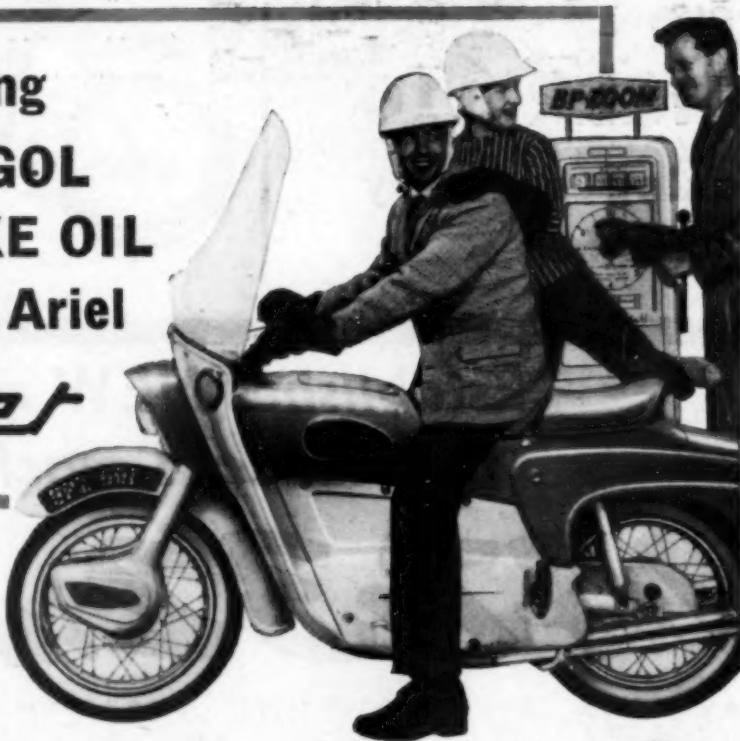
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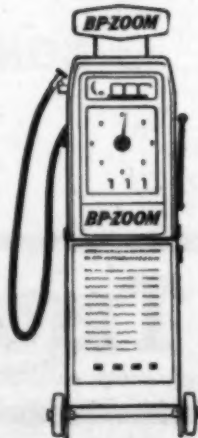


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The seven-tonner referred to by "Nitor" below. The Leader above the cab is no wooden mock-up

On the Four Winds

By "NITOR"

SEVEN-TONNER

That the newest addition to the Ariel transport fleet is a two-stroke—albeit a three-cylinder diesel-engined job with opposed pistons—is no coincidence. It is, in fact, a seven-ton Commer truck which can deliver 24 Leader models at a time to dealers all over Britain; and Ariel director and general manager Ken Whistance chose the type of engine intentionally, as a mark of faith in two-stroke design. Specially built to the company's own layout, the light-alloy body incorporates a hydraulic tail-board lift serving both floors while the enclosed compartment above the cab, as large as an ordinary 8cwt van, is used to store windscreens and panniers detached from the models for ease of transport. But that is not the most interesting feature. Just look at the full-size Leader motif on the front of the truck! A wooden mock-up? Far from it! It is a genuine Leader which has been cut along its longitudinal axis, even to the tyres and headlamp glass. And that must make it the only single-cylinder Ariel two-stroke in existence!

A CLUB IN JUG

Remember way back in May I mentioned the motor club for the chaps in Maidstone Prison? The programme of talks and film shows continues merrily. Jock West has given another talk and other visitors include Harold Daniell who won the 1938, 1947 and 1949 Senior T.T.s, Pat Gregory

of the R.A.C., Barbara Batt, the lass who makes a habit of long-range motor-cycle trips, Sheila Van Damm and Nancy Mitchell, the famous car rallyists, and Raymond Way. Various firms have helped in a variety of ways. Expected shortly are Stirling Moss, Duncan Hamilton and Bob Walker. In spite of the fact that the club is only a "theory" set-up—obviously prisoners cannot be allowed to use motor cycles or cars—the president says it is "forging ahead." But perhaps in these enlightened days it may not be too far-fetched to find that before long members will be allowed to own vehicles!

THE BANKS' OFFERS

The national press has made much of the banks' offers to extend unsecured loans to customers. Yet all that has happened is that facilities have been made available that in a freer economy might have been expected in any case. The only surprising aspect of the matter is the extreme suddenness with which the credit squeeze has been swept aside. Can the country's economy really have changed so rapidly? That the move will prove to be of benefit to some enthusiasts there can be no shadow of doubt. But it will not benefit us all, for the facilities are not likely to be employed indiscriminately. Bank managers are cautious if nothing else. There will still remain large sections of the community to which the loan offers will not apply. The scheme is held out as an enticement to the customer—but not to all customers—and it is likely to be selective rather than general in its working. Perhaps the most welcome feature is the stimulus that is likely to be given to the demand for goods—so far as you and I are concerned, for motor cycles. Unhappily, there remain the burden of purchase tax and, as pointed out in a leading article last week, hire-purchase restrictions on deposits and periods of repayment. Ease them, and trade will really flourish.

CARE IN FITTING

From Alec Masters, that energetic service manager at Triumphs, comes a warning anent the fitting of weighty accessories to the front down tube. In some cases where an owner has clipped on a hefty safety bar, and added spot and fog lamps as well, the bar clips have fouled the front mudguard, thus interfering with the navigation. Clips for some legshields can cause the same problem and so, indeed, can some types of sidocar connection. Owners here and there have blamed the fork springs for being too weak but, of course, whatever the spring strength, there will always be occasions when the fork will be fully compressed, such as when the machine is being braked hard downhill. So before you finally tighten the clamp bolts on anything attached to the front down member—take care: compress the fork completely and make sure the guard is well clear.

NOT COWBOYS

"Entirely free of any element of competition and of brief duration, the pavement runs terminate at the handsome, modern Seaver Store for a coffee break." That sentence comes from a brief description of a form of motor-cycle activity that may well point to the beginning of a new phase in U.S. club life. Riders in Santa Ana, California, are grouping for what they call Moonlight Rides—casual touring affairs over modest distances. The runs' attraction is growing and the number of riders taking part is on the increase. The evenings are chiefly social and appeal to the type of enthusiast who seeks relaxed, informal get-togethers without-fuss, rather than the hustle and bustle of drags and the like. In fact, they sound rather like the sort of runs undertaken by members of clubs in this country throughout the summer months. Their growth should do much to remove the milk-bar cowboy tag attaching so widely to the U.S. fraternity.

In the Modern Idiom

New Ambassador
Two-fifty Two-stroke Twin
with Stylish Rear
Enclosure and Two-rate
Telescopic Fork

KEYSTONE of the 1959 Ambassador range is the Super S, an attractive new two-fifty with very modern styling which includes sheet-steel enclosure of the mid-section and part of the rear wheel. Among the machine's numerous novelties are a fuel-tank rubber mounting which has no fixing bolts and an Ambassador front fork of ingenious but simple design embodying adjustable two-rate springing.

Power unit of the Super S is the 249 c.c. Villiers Mark 2T twin-cylinder two-stroke with four-speed gear box. In conformity with the de luxe specification of the new model the kick-starter and foot-change levers, the emblems on the engine side castings and the hexagons of the cylinder-head bolts are chromium plated.

The unit is housed in a single-loop frame of combined brazed-lug and welded construction. The rear sub-frame is bolted to the main frame beneath the seat and behind the gear box and the joints between the horizontal loop and the diagonal stays are welded and gusseted. Rear end of the loop is upswept to form a lifting handle. An improvement over earlier frames is resiting of the centre-stand mounting to reduce the effort required to pull the machine on to the stand.

The rear pivoted fork is constructed of tubes and lugs and its movement is controlled by adjustable Girling suspension units with chromium-plated upper covers. An unusually deep-section guard is employed for the rear chain and has a flared tail.

Built up from three steel pressings, the rear enclosure forms a unit which is at-

tached to the sub-frame by ten screws (eight on the top and one at the lowest point on each side). A further four screws attach a chromium-plated bridge which unites the side pressings at the front of the structure where it fits over the carburettor cover.

On each side of the enclosure is attached a flash which, by breaking up the area, effectively avoids any impression of top-heaviness. The rear number plate is of boxed-in type and an unusual but very

and the transparent-case Sonnenschein battery. Cleanliness of the under-seat compartment is ensured by the valanced mudguard which, independent of the fairing, is attached to the rear frame in the normal manner.

With a capacity of $3\frac{1}{2}$ gallons, the fuel tank is deep and narrow and of most pleasing shape. The medial filler orifice is really large—a practical point—and the basic narrowness is maintained by recessing the sides of the tank to accept the

Latest from Ascot—the 249 c.c. Ambassador Super S



welcome feature is the fitting of tuned twin horns, one on each side of the nose of the fairing. Snap connectors on the appropriate electrical cables facilitate complete removal of the fairing.

The seat is attached by one coin-slot screw on each side to lugs welded to the sub-frame loop. Removal gives access to the twin coils, rectifier, tool kit, pump

knee-grip carrier plates; the grips cover the recesses.

At the rear the tank sits on rubber buffers on the frame and lateral movement is prevented by further buffers, within the tunnel, carried on a bracket welded to the frame top tube. At the back of the tank is a part-conical tongue over which fits a moulded-rubber pad and a half-hoop bracket. When the bracket is pulled down the tapered section of the rubber pad causes the tank to move forward slightly. This movement pushes a bridging strip at the nose firmly into the channel of another moulded-rubber component which sits on the top tube immediately behind the steering head and is restrained from upward movement. The result is a firm yet vibration-absorbing mounting.

The new telescopic front fork provides no less than 5in of movement, achieved by the use of unusually long springs. Sensitivity to small road-surface irregularities and adequate resistance to larger impacts are gained through the use of two springs of very different rates.

In the lower portion of the slider is the shorter, low-rate spring and above it is the longer, stiffer spring. The upper spring screws on to a helical holder in the top of the stanchion tube and another embodied in the top abutment of the lower spring;

The rear fairing encloses the electrical equipment and tyre pump; note the fuel-tank rubber mounting



being held at both ends the spring thus controls rebound. The abutment just mentioned slides on a guide rod screwed into the malleable fork end at the base of the slider but is restrained in an upward direction by a collar on the rod.

Near the bottom of the rod is the soft spring's lower abutment. It is screwed on and locked by a nut. Screwing the abutment farther up the rod increases the preloading of the spring and reduces the amount of wheel travel that can take place before coil-binding occurs. Thus the stronger spring is brought into action earlier to cope with heavier loading. The spring assemblies are readily removable from the fork legs to enable adjustment to be made. The fork sliders run on bronze bushes, the lower of which are on the bottom of the stanchion tubes (which lie within the sliders but outside the springs) and the upper are in sleeves screwed to the top of the sliders.

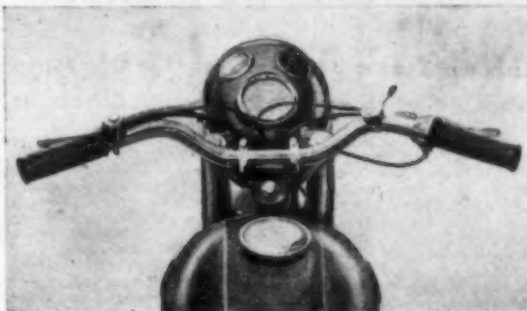
Wheels are of 17in diameter and carry 3.25in-section tyres; the front tyre is of ribbed pattern. Full-width Albion hubs with 7in-diameter brakes are embodied in both wheels. The valances of the shapely front mudguard are deep at the middle but taper towards each end; the front registration numbers are painted on the valances.

Miller lighting equipment is employed and the 7in-diameter headlamp carries

an 80 m.p.h. trip speedometer. Diameter of the handlebar is 1in and on the bar is a lever for the carburettor air slide. Brake and clutch levers have fixed pivot blocks and the cable entry is hooded.

At present there is a choice of two

A large fuel-tank filler is an admirable feature. Pivot blocks of the brake and clutch levers are welded to the 1in handlebar



gay two-tone colour schemes but it is likely that a third will be added. In one scheme the main colour is metallic Ascot grey with tartan red for the tank panels and body side flashes; the other scheme is mainly Ascot red with black tank panels and flashes.

A short run on a demonstration model revealed a comfortable riding position and good control layout. Steering and handling were excellent and the action of the front fork was progressive though it had not fully bedded down. Braking was

extremely powerful and easily controlled.

Price of the Super S is £199 12s inclusive of £39 12s purchase tax. The makers are Ambassador Motor Cycles, Ltd., Pontiac Works, Ascot, Berks. Details of other Ambassador models for 1959 will be announced at a later date.

Mud, Rocks and Sunshine

A Grand Mitchell Trial : Peplow and Williams, Last Year's Solo and Sidecar Winners Respectively, Again Victorious

LOSING 12 marks—exactly the same number as he lost last year—Roy Peplow (199 Triumph) retained his hold on the solo premier award in as excellent a Mitchell Trial as has been held since this national event was originated in 1932. The sidecar honours, too, were kept in the same hands, for when the trial took place at Cwmbran, near Newport, last Saturday the Cardiff charioteer Bob Williams (497 Ariel) was in such sparkling form that he finished the day more than 20 marks ahead of his nearest rival.

Peplow's victory was achieved by a margin of five marks from Sid Wicken (347 Matchless), but by a curious combination of circumstances the four best-known riders—Johnny Brittain, Gordon Jackson, John Giles and Peter Stirling—were all non-starters. There were, in fact, fewer than 60 solo starters and the sidecar entry of six was reduced to five by the absence of Ken Kendall (497 Ariel). The sidecars started first, and promptly at 11.01 a.m. Terry Gaines (497 Ariel) set off from Nettlefold's factory at Cwmbran en route for what was to prove one of the most difficult observed sections included in the 44-mile course.

Known simply as Beeches, this initial hazard is a rocky path climbing steeply through trees. On Saturday it was slippery enough to see only one clean climb among the sidecars, that of Williams. He rocketed up the hill in faultless fashion but all the other sidecar men came to a halt except Bob Collier (597 Norton) who had to resort to strenuous footwork to keep moving.

For the solos, two different parts of the

hill were used, the first with a couple of acute hairpin bends and the second with some rock steps which discouraged the full-bore tactics rendered necessary by an absence of wheelgrip. By the time they reached Beeches, however, the solos had already been subjected to the rocky horrors of two earlier hazards—Tramroad and Ted's Tumble—and only three riders had come through thus far unpenalized. They were John Lee (249 Francis-Barnett), Roger Kearsey (348 B.S.A.) and Arthur Lampkin (499 B.S.A.).

Oddly enough not one of the trio reached the top of Beeches unscathed, for it was left to Sid Wicken to make the only clean double on Beeches One and Beeches Two. On the lower slopes he was joined by Bob Gollner (497 Ariel) and Doug Dudson (497 Ariel) and on the upper reaches it was Peplow, Kearsey and Mick Smith (197 Cotton) who shared with Wicken the distinction of a clean climb.

Most of the route was across the mountain tops above Pontypool and Blaenavon, and a showery morning gave place to sunshine which, as one competitor remarked, enhanced the views without easing the sections! No amount of sunshine could ever penetrate the leafy shroud which keeps Jenkin's Torment damp and murky even in the driest summer, so on Saturday it came as no surprise to find water trickling down the mass of mud and rocks which formed a section of such severity that only Peplow got through without fault. A brilliant try by 16-year-old Tony Davis (197 James) cost him only one mark, but most other competitors foot-slogged or stopped.

Arthur Lampkin fell full length amid the boulders but he made amends by being the only rider to cope successfully with the whole of rocky Lasgarn. Sidecars were required to tackle only the lower half of this notorious hill, and although they were observed downhill the rocks were so fearsome that Williams and Gaines were alone in their ability to remain feet up and non-stop. Worne was to come 2½ miles away, for on the solos-only Nant-y-Caws a mere five riders were unpenalized—Peplow, Lee, Wicken, Lampkin and local rider Lyndon Jones (490 Norton). And worse still! For but half a mile distant was a rock-strewn atrocity called Dick's Dance where nobody at all was clean.

Best Solo.—R. S. Peplow (199 Triumph), 13 marks lost. **Best Sidecar.**—R. T. Williams (497 Ariel), 25. **100 c.c.**—M. P. Eyles (197 Dot), 56. **350 c.c.**—S. R. Wicken (Matchless), 17. **500 c.c.**—A. J. Lampkin (B.S.A.), 19.

Team Prize.—Pontlantraith: G. R. Davies (197 Greeves), E. W. Meago (197 Greeves), R. Jones (346 Royal Enfield), 210. **Best East-South Wales Resident.**—L. Jones (490 Norton), 56. **Runner-up.**—Eyles. **Best Resident of Any Other Welsh Centre.**—W. B. Mills (197 James), 90.

First-class Awards.—R. F. Kearsey (348 B.S.A.), 18; L. Jones and J. E. Lee (249 Francis-Barnett), 36; A. L. King (346 Royal Enfield), 45; T. C. Gaines (497 Ariel), 46; R. W. Gollner (497 Ariel), 51; N. J. Crump (497 Ariel), 52; K. R. Streeter (347 A.J.S.), 53.

Big Rally

IN glorious sunshine over 1,600 enthusiasts on 1,200 Vespas took part in the Vespa Club of Britain's largest-ever rally held at the Billing Aquadrome, Northampton on Sunday. Clubs from as far afield as Scotland and south Devon were represented.

The Wallace Shield for the club scoring the maximum number of points based on attendance and distance covered was won by the Falconwood Club and the Stirling Moss Trophy for the club showing the best formation and regard for the Highway Code went to Medway. Members of the Stirling Club covered the longest distance to the Aquadrome and the *concours d'élegance* was won by E. Lowdell of the Falconwood Club.

A Fraction Faster— and 224 m.p.h. One Way

Another Texan, Jess Thomas, on the Johnny Allen Triumph, Beats 214 m.p.h. Mean Speed at the Bonneville Salt Flats, U.S.A.

SPEED—real speed—must be inborn in Texans. On Monday of last week 19-year-old Jess Thomas from Texas averaged 214.47 m.p.h. mean for flying runs in opposite directions over the mile at the Bonneville Salt Flats, Utah. He used the 649 c.c. Triumph Flying Cigar with which Johnny Allen, also from Texas, recorded 214.4 m.p.h. in September 1956—the controversial world's maximum speed which everyone except the *Fédération Internationale Motocycliste* accepts. Thomas's speed will not be put forward as a claim to the world's record as it was not timed or supervised by F.I.M. officials but, in any case, the improvement over Allen's speed (for F.I.M. purposes regarded as 214.5 m.p.h.) is insufficient to justify recognition.

Allen had intended to try to beat his own record but was unable to go to the Salt Flats owing to the serious illness of his mother. So Thomas took his place in the famous Triumph streamliner. The Salt Flats had been booked for the Monday, Tuesday and Wednesday. After Monday's magnificent runs hopes were high for an average of over 220 m.p.h. next day. Unfortunately the weather changed and the lake bed was unusable throughout Tuesday and until the evening of Wednesday.

On the first serious run Thomas recorded 224.019 m.p.h.! But his luck was out. The return speed was down to 209 m.p.h. owing to minor engine trouble. By the time the bother was located the light had faded and the attempts were over for another year.

The machine used was almost identical with the original except for slight modifications to the cigar-like shell. As before the parallel twin engine was basically standard and unsupercharged. On this occasion, however, the special Dunlop tyres were designed for speeds up to 250 m.p.h.

Earlier, as mentioned in last week's issue, Thomas had recorded 212.29 m.p.h. with a 498 c.c. Triumph engine in the same machine to capture the American Class A record. His best one-way speed was 214.03 m.p.h. Both the five-hundred and six-fifty power units were prepared by Jack Wilson who visited the London Show with Allen in 1956.

Another Triumph success during the National Speed Week—this year's was the tenth in the series—was the cracking of both 500 and 650 c.c. Class C (standard machines running on pump fuel) records by Bill Johnson (in no way related to Bill Johnson the distributor who has given so much encouragement to Allen and Wilson). Riding a Tiger 100 Bill Johnson set 133.395 m.p.h. for the 500 c.c. class and, with a Tiger 110, raised his average to 147.32 m.p.h.; his fastest run was at 149.563 m.p.h. The tuner was Joe Dudek.

Thomas and Johnson were the only record-makers in the motor-cycle classes during the speed week. But the attempts of Jack Hunter with the mighty Hood-Clausen streamliner (a revamped Harley-Davidson of about 1,500 c.c.) were worth watching. His warming-up runs were at 194, 217 and 224 m.p.h. During the last run an exhaust pipe came loose so he shut off while in the timed section. Two

days later when approaching the trap Hunter grabbed too much throttle and the rear wheel spun out sideways. The Harley rolled over and over; Hunter was uninjured but the streamlined shell was too badly damaged for further runs.

The Vincent sold in the U.S. by New Zealander Robert Burns after he captured the world's sidecar record at 174.5 m.p.h. in August 1956 (this record also remains in doubt so far as the F.I.M. is concerned), made a few runs but recorded no better than 150 m.p.h. one way.

Next year it is hoped to organize a Bonneville week of speed for motor cycles only so that many more record attempts can be made. This year and previously only specially selected models—the most potent in the States—have been invited.

Heavy Island Going

HELD last Saturday and Sunday, the Isle of Man Centre's annual Two-day Trial (for solos only) was, in point of fact, a one-and-a-half-day trial. To avoid a clash with the Snafell Race scheduled for the Saturday afternoon, that day's run was confined to a pre-lunch route of 45 miles starting at the T.T. Grandstand and finishing at Peel on the west coast. From the same starting point, Sunday's 75-mile course was plotted in the northern part of the Island with a lunch stop in Ramsey.

His easy confident style matching the happy-go-lucky spirit of the event, Ulster-

man Sammy Miller (497 Ariel) was in command of the trial from first to last. With a loss of four marks on Saturday, he led another Belfast rider, J. Minnis (197 Greeves), by three. Then Miller was unpunished on the Sunday morning route while Minnis dropped a further six points for footing on Ballasayle and Sky Hill. And though the juicier sections tackled in the afternoon robbed Miller of 15 more marks, his was still the smallest penalty.

Saturday's run would have been easier were it not for the rain which set in towards lunch time. Two sections suffered in particular: Doarlish Cashin, a long and narrow muddy climb, and The Slabs, aptly named and harmless when dry. With insufficient manual labour to hand to move bogged or fallen riders, lengthy delays ensued.

Sunday's weather was brighter and some riders thought the morning route a little too easy. But any such criticisms were silenced after lunch as the sections became progressively stiffer. By the end of the day the Ulstermen had really asserted themselves with Miller and Minnis backed by H. C. Parkinson (499 Royal Enfield), D. Kenna (346 Royal Enfield) and B. Crawford (497 Ariel) in fifth, sixth and seventh positions respectively.

Gilbert Harding Cup (best performance).—S. H. Miller (497 Ariel), 15 marks lost. **Runner-up**.—J. Minnis (197 Greeves), 30. **Third-best performance**.—D. G. Langston (347 Ariel), 55. **Fourth-best performance**.—H. Holden (139 Triumph), 58. **Fifth-best performance**.—H. C. Parkinson (499 Royal Enfield), 41. **Sixth-best performance**.—D. Kenna (346 Royal Enfield), 47. **Best 500 c.c.**—Minnis. **Best 500 c.c.—Langston**. **Best 600 c.c.**—Miller. **Junior Cup** (best rider under 19).—W. Wilkinson (499 B.S.A.), 71. **Younes Award** (Kings Norton).—Miller, Parkinson, C. R. F. Cope (497 Ariel), 124.

First-class Awards.—B. Crawford (497 Ariel), 50; D. Chadwick (197 Dot), 56; C. R. F. Cope (497 Ariel), 64; S. Cordingley (197 Greeves), 66; R. Kelly (197 Greeves), 68; J. A. Sandiford (347 Ariel), 69; J. G. Brown (224 Greeves), 70; W. Wilkinson (499 B.S.A.), 71; D. Crane (347 Ariel), 74; K. A. Culler (199 Triumph) and R. W. Bowerman (497 Ariel), 79; J. Quirk (347 A.J.S.), 82; O. R. D. Brown (197 James), 84; R. A. Smith (199 Triumph), 86; A. S. Gully (346 Royal Enfield) and W. D. Hankin (197 Dot), 90; D. C. Clegg (346 Royal Enfield), J. Jones (197 Greeves) and J. P. D. Harrison (497 Ariel), 91; J. N. Keis (347 Matchless), 93; P. B. Lazenby (347 Matchless), 94; A. P. Medhurst (346 Royal Enfield), 96; O. Brassington (197 Dot), 101; R. P. Robinson (348 B.S.A.), 102; H. Domaster (197 Greeves), 105; A. S. Richardson (197 Norman), 108; R. Potts (224 Norman), 109; G. Kewley (197 James) and W. G. Fraser (197 Greeves), 111; W. A. Critchlow (197 Greeves), 115; J. Curtis (197 James), 114; S. J. White (197 James), C. E. Karle (347 Matchless) and D. H. Fokett (498 Triumph), 116.

On the second section of Ballacrinck during Sunday's course in the Manx Two-day Trial. The rider is E. H. Cooper (197 Norman) of the Feverill Club



IN the minds of many of the spectators at Mallory Park road races last Sunday the sidecars took pride of place where excitement was concerned. Pip Harris (Norton) won a most dramatic sidecar scratch final and J. Briggs (Norton), the first man off in the sidecar handicap final, was the first man home just in front of a tight-packed bunch of pursuers. Mike Hailwood (N.S.U. and Nortons) won the three solo finals and also set up a 250 c.c. lap record at 81 m.p.h. His main opposition among the 150 solo competitors came from John Hempleman (Nortons), but the New Zealander had not quite enough urge really to push the triple victor. The meeting was run in grand weather.

The first final of the afternoon at the picturesque 1.35-mile circuit was a 15-lap race for two-fifties. After two laps Hailwood really got his N.S.U. chiming and left the rest of the field to their own devices. However, there was a triple fight for second place that set the crowd on its toes. J. Murgatroyd (Velocette), Percy Tait (Velocette) and Fred Wallis (B.S.A.) kept swapping positions the whole race through. As the chequered flag fell, Murgatroyd was just ahead.

Robin Fitton (Norton) showed the 350 c.c. finalists the quickest way off the grid but at the end of the first lap Hailwood (Norton) was in the lead and by Lap 2 Hempleman



Although John Hempleman (Norton) has passed the camera while leading in the 650 c.c. Race final, it was Mike Hailwood (Norton), No. 10, who eventually won.

Hailwood Untouchable

Wins All Three Solo Races at Mallory Park Meeting on His N.S.U. and Nortons : Exciting Battles in Sidecar Events

(Norton) was on his tail. So they stayed until the finish with the gap between them gradually widening.

Then came the *pièce de résistance*—the sidecar scratch final. It provided a glorious start with not one of the 14 outfits left on the line and not more than two feet between any of them as they charged into Gerards Bend. For three laps Bill Boddice's green and silver streamlined Norton outfit led the furious pack until his oil return pipe broke and smothered the rear end in lubricant. Cyril Smith (Norton) had been a non-starter having lost compression completely when the valves touched in his heat.

Just before Boddice retired, Charlie Freeman's Norton outfit looped the loop on a bend with dire structural damage but no physical injuries. The outfit, which had a brand new fairing, had been completed only that morning but it seemed that the steering was far from first class.

Into the lead then came Ted Young with his "kneeler" Triumph. A few may have had faster outfits but no one else was driving so furiously or getting round the corners quicker. To see Young whistle past Pip Harris on the inside of bends was an education. However, Harris had more steam and, after four laps of chasing Young, he went ahead and stayed there to the finish—albeit only just. Fred Hanks (Norton) also managed to get past Young.

The 650 c.c. final was a repetition of the 350 c.c. event as far as the leaders were concerned. Behind them, George Salt, Bruce Daniels and Ray Fay tramped on in company until Daniels smote the deck at Shaw's Corner (the hairpin) without hurting himself. Salt went on to third place while, farther back, the lads were really mixing it. On the last lap Fred Wallis (B.S.A.) nipped past Peter Davey (Norton) to bag fifth place.

After two heats—for which the handicapper deserved a medal, so close were all the finishers—there came the Sidecar Handicap

final. J. Briggs (Norton) was the first to be sent off and he managed to keep ahead while Young, Boddice and Harris—who had given him over a lap—chased their hardest. Young was the most successful and his efforts gained him second place, with Harris fifth and Boddice seventh. Altogether it was a top-notch meeting, with excellent organization by the Nottingham Tornado club.

250 c.c. Race (15 laps).—1. G. M. B. Hailwood (N.S.U.), 77.93 m.p.h.; 2. J. Murgatroyd (Velocette); 3. P. H. Tait (Beasley Velocette). **Fastest Lap**.—Hailwood, 81 m.p.h. (record).
350 c.c. Race (15 laps).—1. Hailwood (Norton), 80.62 m.p.h.; 2. J. Hempleman (Norton); 3. R. Fay (Norton). **Fastest Lap**.—Hailwood, 82.37 m.p.h.
Sidecar Scratch Race (15 laps).—1. P. V. Harris (Norton), 74.43 m.p.h.; 2. F. Hanks (Norton); 3. E. T. Young (E.T.Y.-Triumph). **Fastest Lap**.—Harris, 77.14 m.p.h.
650 c.c. Race (15 laps).—1. Hailwood (Norton), 81.89 m.p.h.; 2. Hempleman (Norton); 3. G. T. Salt (Norton). **Fastest Lap**.—Hailwood, 83.51 m.p.h.
Sidecar Handicap (15 laps).—1. J. Briggs (Norton), 68.80 m.p.h.; 2. Young (E.T.Y.-Triumph); 3. D. H. Seywood (Norton). **Fastest Lap**.—Harris, 77.88 m.p.h.

Speed at Brighton

LAST Saturday's ever-popular Brighton Speed Trials took place, as usual, on the Madeira Drive kilometre and 30 of the country's fastest two- and three-wheelers had been invited by B.M.C.R.C. to attend; their record-breaking efforts overshadowed those of the cars.

Much had been expected of George Brown on his 998 c.c. Vincent-powered Nero, in view of his success in Jersey two days earlier. The start to his first run was superb and everyone eagerly awaited the announcement of a new record. But for some unexplained reason no time had been recorded! On the re-run one cylinder cut out after about 300 yards.

Although Basil Keys had only bought Frank Williams' 996 c.c. Norton-J.A.P. a few days before, he put in a couple of terrific runs and,

in recording 22.23s, knocked 0.04s off Roy Charlton's record. The last word, however, went to Charlie Rous who, on his second run, took his 998 c.c. Vincent through in only 22.05s, equivalent to 101.5 m.p.h. By the end of the standing kilometre both Keys and Rous had reached very nearly 150 m.p.h.

These tremendous performances naturally diverted attention from other fast runs. G. F. Thomson (Monroe-Norton) put up the best 500 c.c. time of 26.92s and A. B. McPherson—a newcomer to sprinting—clocked a very creditable 26.25s on his Vincent to win the 1,000 c.c. honours. M. S. L. Brierley (998 Methamion) was fastest sidecar with 28.91s.

Best Time of Day.—C. W. Rous (998 Vincent), 22.05s, 101.5 m.p.h. **Second Best**.—B. E. Keys (998 Norton-J.A.P.), 22.23s, 100.5 m.p.h. **Third Best**.—G. Brown (998 Vincent Special), 24.60s, 91.0 m.p.h. **Best 250 c.c.**—M. C. Tomkinson (Velocette), 30.48s, 73.4 m.p.h. **Best 350 c.c.**—G. F. Thomson (Monroe-Norton), 26.92s, 83.1 m.p.h. **Best 1,000 c.c.**—A. B. McPherson (Vincent), 26.25s, 85.3 m.p.h. **Best Sidecar**.—M. S. L. Brierley (998 Methamion), 28.91s, 77.4 m.p.h.

Reunion Trial

ORGANIZED by the Ilkley Club, the Veterans' Reunion Trial is one of the year's more unusual sporting events because it is run on the lines of trials in the 1920s, and is open only to those who rode in competitions at least 20 years ago. Last Sunday's trial was the ninth in the series and its patron was octogenarian J. Stuart White snr., but only on the understanding that he could also compete! He successfully completed the 40-mile course on his LE Velocette on which he recently toured Norway.

For the past three years the trial has been won by C. H. Wood on his 1912 Scott—there are bonus marks for the machine's age as well as for the rider's age—but because this year he was an official and not a competitor, he lent the Scott to Geoff Milnes. As usual the model would not give up its victorious ways, for the Milnes-Scott combination gained 38 marks to win the premier award. Runner-up, five marks in arrears, was Arthur Bryden on a 1927 A.J.S.

Veterans' Reunion Shield (best performance).—G. Milnes (1912 Scott), 38 marks gained. **Runner-up**.—A. Bryden (1927 A.J.S.), 33. **Third**.—O. Longton (1925 Triumph), 26. **Fourth**.—E. Flintoff (1929 Sunbeam), 23. **Sidecar Award**.—E. Lister (1928 Scott), 3. **Oldest Wins Trophy** (oldest competitor).—J. Stuart White snr. (Velocette), 7. **Allan Jefferson Award** (competitor coming the farthest).—H. Thompson from Wales (197 James), minus 3. **Stuart White Award** (best on observation).—W. Milner (499 Norton).

Grazing in Wilts

**Windy Weather for National Grass-track Championships
Maury Briggs from New Zealand a Double Solo Winner**

WILLOUGHBY HEDGE, near Mere, was the venue for last Sunday's A.C.U. National Grass-track Championships, organized by the Blackmore Vale Club. A new circuit measuring about half a mile was used and met with the approval of riders and spectators because, though fast, it provided gradients and a relatively slow double bend which was by no means easy. Dry weather brought a crowd of over 7,000 but a chilly half-gale blew over the exposed hillside.

The programme was in two sections—the first half for centre teams and the second for individual efforts—and each was subdivided into 350 c.c. solo, 500 c.c. solo and sidecar classes. All races were over four laps and, whereas the solos tackled the course anticlockwise, the sidecar direction was clockwise.

Most of the well-known grass riders took part and New Zealander Maury Briggs, on his oddly named J.A.P.-powered Taitapu machine, won both the individual solo championships. Winning seems to run in the family since Maury is the brother of Barry Briggs, the reigning world's speedway champion. Chris Vincent (646 B.S.A.) won the individual sidecar event and South-Eastern and Midland centres were respectively victorious in the solo and sidecar team championships.

There were four heats each in the three-fifty and five-hundred solo team races and six points were awarded for first place, five for second and so on. The best three performances from each centre counted for the award which went to the highest aggregate for the two classes. The sidecar section, on the other hand, comprised four heats, two semi-finals and a final. Heat and semi-final points were as for the solos but in the final allocation was 18 for first, 15 for second, 12

for third, down to 3 for sixth; the best two performances throughout were taken.

First three of the 350 c.c. team heats provided easy wins for Spud Tatum (T.R.S.), Maury Briggs (both of the South-Eastern Centre) and East Midland's D. J. Goodacre (D.H.N.). The fourth heat, though, was hotly contested by S. Jarvis (J.A.P.), South-Eastern, and D. R. Summers (Horne Special), Midland, with Jarvis the narrow winner.

In his 500 c.c. heat Goodacre again shot into the lead but fell, spectacularly though without injury, on the first lap and left the way clear for G. V. Gould (J.A.P.), Southern. Start of the last heat was delayed while formations of V-bombers and Canberras flew over on their way to the Farnborough air display. When the machines got away, however, F. J. Wells (Triumph), Eastern, took the elastic-cord starting gate with him and his rear wheel made such a mess of it that flag starting had to be employed thereafter.

Midland Centre had no difficulty in winning the sidecar championship as its two star men, Chris Vincent (646 B.S.A.) and Will Evans (499 Norton), won their heats, were second and first in their respective semi-finals and reversed that order in the final.

Heat winners in the 350 c.c. individual event were Briggs, John Gould (J.A.P.) and Tatum. After a false start to the final—through Briggs' over-eagerness—the nine riders got off in a tight bunch with Briggs just in the lead and Tatum on his tail. So they stayed to the end though on both the third and last laps the dogged Tatum nearly passed when his rival got into difficulties in the S-bend. Gould was third after Bill Bridgett (J.A.P.) was slowed by a loose exhaust pipe.

Tatum and John Gould won their 500 c.c. heats but Briggs had to be content with

second place behind Bridgett. After two false starts the finalists roared off with Bridgett narrowly ahead. However, he slowed just at the end of the first lap, was passed on the line by Briggs and pulled off the course. In so doing he unwittingly balked Tatum, lying third, who thereby lost too many places and retired. No one could challenge Briggs thereafter though John Gould and Lewis Coffin (J.A.P.) enjoyed a good scrap for second place, with Gould just ahead all the way.

It was clear from the sidecar heats and semi-finals that, accidents barred, Vincent would take the championship. Evans, champion since 1954 and winner of the other semi-final, looked to be Vincent's most likely challenger but he was out of the final with mechanical bother before half a lap had been covered. Thus Vincent was not pressed and it was left to F. French (596 Norton) and K. G. Blayney (499 B.S.A.) to provide the fireworks and fill the other two places; French was successful by a mere five yards.

350 c.c. Centre Team Race: Heat 1.—M. A. Tatum (T.R.S.), South-Eastern. Heat 2.—M. Briggs (Taitapu), South-Eastern. Heat 3.—D. J. Goodacre (D.H.N.), East Midland. Heat 4.—S. Jarvis (J.A.P.), South-Eastern. **500 c.c. Centre Team Race:** Heat 1.—W. Bridgett (J.A.P.), Midland. Heat 2.—J. W. Sewell (Triumph Special), East Midland. Heat 3.—G. V. Gould (J.A.P.), Southern. Heat 4.—J. Gale (J.A.P.), Southern. **Centre Solo Team Championship:**—South-Eastern, 52 points.

Sidecar Centre Team Race: Heat 1.—W. Evans (499 Norton), Midland. Heat 2.—J. D. Warren (469 B.S.A.), East Midland. Heat 3.—C. Vincent (646 B.S.A.), Midland. Heat 4.—F. French (596 Norton), South Midland. **First Semi-final:**—Evans. **Second Semi-final:**—French. **Final:**—1, Vincent; 2, Evans; 3, K. G. Blayney (499 B.S.A.). **Centre Sidecar Team Championship:**—Midland, 56 points.

350 c.c. Individual Championship: Heat 1.—Briggs. Heat 2.—J. Gould (J.A.P.). Heat 3.—Tatum. **Final:**—1, Briggs; 2, Tatum; 3, J. Gould. **500 c.c. Individual Championship:** Heat 1.—Tatum (T.R.S.). Heat 2.—Bridgett. Heat 3.—J. Gould (J.A.P.). **Final:**—1, Briggs; 2, J. Gould; 3, L. Coffin (J.A.P.).

Sidecar Individual Championship: Heat 1.—Evans. Heat 2.—French. Heat 3.—Blayney. Heat 4.—Vincent. **First Semi-final:**—Evans. **Second Semi-final:**—Vincent. **Final:**—1, Vincent; 2, French; 3, Blayney.

Cambridgeshire G.N.

THE weather on Sunday was kind to the Cambridge Matchless Club, organizers of the Cambridgeshire Grand National at Elsworth, for although rain threatened all day, none actually fell and there were some very bright intervals. The course was the usual twisty, hard circuit with three gigantic jumps; and because of the width in most places, a good start was vital.

Local boys Brian Stonebridge and Andy Lee showed they were not to be outdone on their own course, although there was plenty of opposition from Jeff Smith, Peter Taft and Phil Nex, to name but a few. The meeting opened with Stonebridge (Greaves) taking early command of the 250 c.c. Race and winning from D. Smith (Greaves) who was demobbed last Wednesday, having only recently returned from paratroop service in Jordan.

The 350 c.c. Race was won by Peter Taft (B.S.A.) who was harassed all the way by the blue-tottle-like sound of Stonebridge's Greaves at his heels. Lee took the lead in the Grand National, followed by D. Rix (Ariel) and Stonebridge (B.S.A.). Nex lay sixth and Taft and Jeff Smith were eighth and ninth. After leading for three laps, Lee pulled in with a foot injury, leaving Stonebridge out in front with Nex, Taft and Smith far astern. At the finish it was Stonebridge still well ahead of his pursuers, but by then their order had changed to Taft, Nex and Smith—all closely bunched.

250 c.c. Race:—1, B. G. Stonebridge (Greaves); 2, D. Smith (197 Greaves); 3, T. J. Howard (197 Greaves). **350 c.c. Race:**—1, P. Taft (B.S.A.); 2, Stonebridge (249 Greaves); 3, P. A. Nex (B.S.A.). **Cambridgeshire Grand National:**—1, Stonebridge (B.S.A.); 2, P. N. Taft (B.S.A.); 3, Nex (B.S.A.). **Expert's Race:**—1, M. Berrill (348 B.S.A.); 2, P. F. Dix (348 B.S.A.); 3, H. Cheshire (499 B.S.A.). **All-owners' Race:**—1, W. Lee (B.S.A.); 2, Taft (B.S.A.); 3, J. V. Smith (B.S.A.).

Straight into the lead from the start of the 350 c.c. Individual Championship final go Maury Briggs (Taitapu), No. 23, and Spud Tatum (T.R.S.), No. 22, who finished first and second



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A dispute between Dewey Hoffman, of Huntingdon, Indiana, and his Triumph TR6 as to who shall be master on the sand on typical Jack Pine going.

Rugged Going in Michigan

Only a Third of 445 Record Entry Finish in United States 32nd Jack Pine Enduro: Win for John Penton (N.S.U.)

DIMINUTIVE John Penton, 30-year-old enduro enthusiast and motor-cycle dealer from Amherst, Ohio, added a third laurel to his 1958 chain of successes by winning the 500-mile Jack Pine Enduro (August 31-September 1). In March of this year he rode through 1,200 miles or so of nasty weather to enter and win the sandy enduro run in conjunction with the Handlebar Derby at Daytona Beach. In May he repeated his success in taking the national Little Burr Enduro, a 250-mile affair of mixed natural obstacles in the southern part of his native state. Finally, our shy friend from Amherst puttered quietly into Lansing, Michigan, removed the panniers from his stout little 174 c.c. o.h.v. N.S.U. Maxi, won the two-day Jack Pine classic, then refitted his road equipment. When last seen, he was off on the 400-mile trip to his native heath in Ohio!

Hence the cow bell, symbol of America's toughest motor-cycle run, returns to the Penton household after an absence of some four years, when John's brother Bill, who rode a 499 c.c. B.S.A., took it home in 1954. Older brother John had been trying for 10 years to have his name inscribed on the trophy, and his score of 982 points last week brought him the honour. Closest rival was Sal Scirpo (498 Triumph) with a score of 973. He won the Jack Pine in 1955.

A record entry list of 445 riders, running against an approximate schedule of 24 m.p.h. in groups of four, meant that it would take over two hours to view the tremendous mass of varied machinery at any one point on the tortuous course. As events proved, the tough going and the trail-maker, Oscar Lenz, gradually weeded the field down to one third its original size. Some of the more rugged devotees consider such a large finishing flock as signs of softness on Oscar's part! Actually, with each succeeding year, both the

skill of the riders and the sturdiness of the machines improve.

The traditional Jack Pine course is an odd mixture of accumulated natural obstacles—wooded trails, patches of knee-deep sand, and plenty of bottomless bog located way off the paved roads of Michigan. British readers, more familiar with the European-type multi-day trial, may wonder how a lightweight such as Penton's N.S.U. could have an advantage over the larger machines for in American enduros all machines run on one schedule which, by European practice, might favour the more powerful models. The answer is that the going is so rugged that only rarely can engine power be used and there are sections where a machine must almost be more carried than ridden.

Hence more and more experienced riders are entering on lightweights. The trend was started when Claude Goulding brought the first imported model home to a win—a B.S.A. single in 1948. Since that time British machines have won the greatest share of awards. Attention turned to the lightweights when Leroy Winters won in 1956 with his beautifully adapted 164 c.c. Harley-Davidson two-stroke.

This year's Jack Pine started at 5.30 a.m. Fifty road miles later the course plunged into the bush country and there was no further peace for the riders! Every run has one shocking hazard: this year it was the beaver dam crossing at the end of the first day, just before the night stop at West Branch. The original idea was to have riders cross the rickety dam. But it was not really safe. So a large part of the field attempted to negotiate the swampy morass below. Just how many machines and riders were submerged is not known, but the stories were lurid. The run was declared ended for the day at the check point prior to the dam! It was bad luck for Californian Cal Brown, winner of

two Greenhorn Enduros in his native state, who lost his Ariel in the flood. "All I remember is the water rising and me off swimming for my life!" he said. "When we finally dug the bike out, even the oil tank was full of water."

The night check is the place for repairs. Broken frames are welded, fuel tanks are patched and various parts are scrounged from pairs whose mounts have been damaged beyond temporary repair. Engines themselves cannot be exchanged, there being a seal on them to prevent such an outrage. Here the strong are separated from the weak—the chaps who insist on continuing from those who merely want "to die" in lovely sleep.

Monday's run was more or less a repeat of the horrors of the Sunday. Here and there even experienced enduro men had to give the course best and of those reaching the finish many were aboard models showing distinct signs of fierce arguments with tree or track!

Grand Champion (best performance)—John Penton (174 N.S.U.), 982 points. **Harley-Davidson Award**—Leroy Winters (164 Harley-Davidson), 971. **Lightweight Award**—Bill Oden (247 Zündapp), 948. **Mediumweight Award**—Sal Scirpo (498 Triumph), 973. **Light-heavyweight Award**—Clarence Wise (649 Triumph), 968. **Heavyweight Award**—Bernard McGovern (1,200 Harley-Davidson), 963. **Sidewear Award**—Pierce and Denton (Harley-Davidson), 902.

George Brown Fastest

HELD under ideal conditions with the sun shining from a blue sky, the Jersey Club's sprint meeting last Thursday was indeed an event for the speed connoisseur. The half-mile course on Victoria Avenue was bounded on one side by the horseshoe of St. Aubin's Bay which, with its Mediterranean-blue water, presented a picture to delight the eye. Both local and visiting riders competed.

Thirty motor cycles ranging in capacity from a 122 c.c. E.M.C.-Puch to a 998 c.c. Vincent took part in the programme. Riders were sent off in pairs—one on each side of the broad highway—from a standing start and machines were matched for capacity as nearly as possible so that spectators were given the opportunity of watching what amounted in many runs to a race. Each competitor was allowed two runs and his better time counted.

For local enthusiasts the afternoon produced few surprises. Undoubtedly the star performer was George Brown from the mainland. On his famous Vincent he clocked 21.6s on his first run and later capped it with 20.5s, best time of the day. He thus became the first motor cyclist in the club's history to make best time at a sprint meeting, an honour that usually falls to the cars.

Just over three seconds longer was taken by the runner-up, J. Lees-Baker on his 646 c.c. B.S.A., regarded as the fastest motor cycle in Jersey. Third-best time was A. Daghorn's 25.2s on his 498 c.c. A.D.S.

George Brown's performance brought special applause from the large crowd. It was estimated that his average from a standing start was nearly 90 m.p.h. and that his speed over the finishing line was approaching 160 m.p.h. The final tit-bit of the day was when he was pitted against the fastest driver. Against Frank Le Gallia's Sheppherd Special he recorded 20.9s to his opponent's 21s dead.

It was the first time that a sprint had been held on Victoria Avenue which at one time was used by the Jersey Club for its international road race.

350 c.c. Class—1. P. O. Sangar (174 August), 24.1s; 2. P. Cassin (189 Triumph), 27.2s; 3. R. Trosile (174 Progress Dart), 37.5s. **388 c.c.**—1. S. Maruener (B.S.A.), 27.3s; 2. G. Blum (B.S.A.), 27.4s; 3. B. Salasac (B.S.A.), 27.7s. **499 c.c. Class**—1. A. Daghorn (A.D.S.), 25.2s; 2. M. Dingle (B.S.A.), 26s; 3. D. Michel (D.H.B.), 26.1s. **Over 499 c.c.**—1. G. Brown (998 Vincent), 20.5s; 2. J. Lees-Baker (646 B.S.A.), 23.6s; 3. A. W. Remout (646 B.S.A.), 26s. **Sidewear Class**—1. M. S. L. Brierley (953 Methamson), 26.5s.

Irish 100-mile Championship

Carrowdore Handicap Won by Scotsman W. Rae (349 A.J.S.)

SCOTTISH rider W. Rae (349 A.J.S.), with an allowance of 13 minutes, won the Carrowdore "100" run on Saturday over the ten-mile Millisle-Carrowdore circuit in Northern Ireland. His average speed was 74.37 m.p.h. and the entry totalled 73. Fastest rider over the course and winner of the 500 c.c. class was Ulsterman Bob Ferguson (Norton). In all three classes the victories were gained by substantial margins. Rain earlier in the day put any attempts at record breaking out of the question. The race, with its three scratch classes, ranked as the Irish 100-mile championship.

Ferguson shot into the lead from the start and the expected battle with R. W. Herron (Norton), making a return after an absence of many months, did not develop, for Ferguson was drawing away from him at the rate of three to five seconds a lap. W. White (Norton) of Belfast put up a good performance to remain third throughout.

Ralph Rensen (Norton) had no equal in the 350 c.c. class and by the half-way stage was lying sixth in the overall race, even though the five-hundreds had gone off a minute ahead. With only two laps to go, Ulsterman George Purvis (Norton) came into third place just astern of R. McBrinn (Norton).

Uneventful, too, was the 250 c.c. class after Tom Robb (N.S.U.) had left the race owing to an engine worry in the second lap. It was easy after that for D. G. Andrews (N.S.U.). Belfast rider Sam Hodgins (Velocette) could make no impression on the gap.

Carrowdore "100" Handicap.—1. W. Rae (349 A.J.S.), allowance 13m. 1h 10m 50s, 74.37 m.p.h.; 2. J. Smiley (346 B.S.A.), 14m. 1h 12m 52s, 71.71 m.p.h.; 3. W. White (409 Norton), 6m. 1h 12m 52s, 70.12 m.p.h.; 4. R. L. Ireland (348 Norton); 5. A. J. Brown (348 B.S.A.); 6. R. McBrinn (348 Norton).

500 c.c. Scratch Class.—1. R. Ferguson (Norton), 52.14 m.p.h.; 2. R. W. Herron (Norton); 3. W. White (Norton). **Fastest Lap.**—Ferguson, 52.88 m.p.h.

350 c.c. Scratch Class.—1. R. B. Rensen (Norton), 70.07 m.p.h.; 2. R. McBrinn (Norton); 3. G. Purvis (Norton). **Fastest Lap.**—Rensen, 51.57 m.p.h.

250 c.c. Scratch Class.—1. D. G. Andrews (N.S.U.), 74.49 m.p.h.; 2. S. Hodgins (Velocette); 3. R. Torretta (N.S.U.). **Fastest Lap.**—Andrews, 70.95 m.p.h.

Belfast Members' Awards: 500 c.c.—R. Spence (Norton). 350 c.c.—Purvis. 250 c.c.—Hodgins. **Visitors' Award.**—A. R. Morris (348 B.S.A.). **Southampton Team Award.**—Belfast: J. Shannon, R. Brown, T. J. Coates.

Uncle Rowe

RACING and competition riders, especially those competing before 1947, will be sorry to learn that Thomas Doyle (Uncle) Rowe, aged 79, died on Wednesday last week. He joined Temple Press in 1913 and for most of his service until he retired in 1947 was chief photographer.

Soon after the war he presented the major award in the Press Trial and has made a point of attending the trial each year. He leaves a widow, well known to all motor-cycle pressmen, two sons and a daughter.

The funeral took place at St. Saviour's Church, Eastbourne, Sussex, on Saturday.

SPORTS NEWS

LAST of the classic road races for 1958, the Grand Prix des Nations takes place at Monza Autodrome in northern Italy on Sunday. John Surtees, John Hartle, Geoff Duke, Dave Chadwick, Geoff Tanner and Bob

Anderson will all take part. There will be four solo classes but no sidecars this year. All the world's championships are, of course, decided and the meeting can do nothing to alter the final positions.

FINALIZED ENTRY list for the International Six Days' Trial (taking place in Bavaria from September 22 to 27) shows a total of 257 competitors—four more than notified in the preliminary list and published in our columns on August 28.

The seven Trophy teams represent Czechoslovakia, Germany (East), Germany (West), Great Britain, Italy, Sweden and the U.S.S.R. There are 20 Silver Vase teams made up as follows: Austria A and B, Czechoslovakia A and B, Germany (East) A, Germany (West) A and B, Great Britain A and B, Italy A and B, the Netherlands A, Poland A and B, Spain A and B, Sweden A, Switzerland A, U.S.S.R. A and B. Manufacturers' teams total 25 and club teams 17.

PLANS TO INTRODUCE Formula 1 racing next year are going ahead and the F.I.M. is anxious that machines should be registered without delay. They must be production racing models of which at least 50 have been sold to the public and must be raced in production specification. Current general regulations such as those on supercharging, streamlining and fuel apply.

Manufacturers are required to register eligible models and, for approval at the F.I.M. Autumn Congress, applications will be accepted up to October 15. They should be sent through the national governing body (A.C.U. for British machines). A specimen of the form of application can be obtained from the acting secretary general of the F.I.M., Major F. D. Goode, 8, Gloucester Road, London, S.W.7.

EXCITING RACING should be seen at the international road-race meeting at Oliver's Mount on September 19 and 20. Such famous riders as

Len Heath's daughter, Rosemary Anne, at her marriage last Saturday to Clifford J. Beadle at Farnham, Surrey



John Surtees, Bob McIntyre, Geoff Duke, Dickie Dale, Bob Anderson and Mike Hailwood will compete. The meeting will start at 2 p.m. on the Friday and at 1 p.m. on the Saturday. Admission charges are 3s 6d, children 1s 6d. Adequate parking space is available near the course (1s for motor cycles and 2s 6d for cars or coaches).

THE BOND P1 scooter has been added to the approved list for competitions by the A.C.U. competitions committee.

SAND RACING organized by the Wirral Hundred Club at Wallasey, Cheshire, on Saturday starts at 3.30 p.m. There are over 70 entries, including 13 sidecar outfits. Admission is free and programmes cost 1s.

NEVILLE GOSS reports that the Southampton Club is to organize a scramble, part of which will be televised, at Beaulieu on October 18. It will be the first motor-cycle sporting fixture to be featured by the new I.T.V. South Region, with transmissions from the Isle of Wight.

REPORT OF THE jury of this year's T.T. Races, together with the detailed results, has now been published in booklet form available, price 3s including postage, from the Auto-Cycle Union, 83, Pall Mall, London, S.W.1.

IF INTEREST in the area is sufficient, a Surrey section of the Vincent Owners' Club will be formed. Meantime, a small group of Vincent enthusiasts meets on Tuesdays at 8 p.m. at the Hand-in-Hand, Boxhill Road, Tadworth, Surrey. All interested riders are welcome. Further details can be obtained from D. A. Coles, 22, Eastgate, Banstead, Surrey.

SINCE T.T. supporters' badges were introduced a few years ago there has always been a keen demand from overseas enthusiasts. However, the biggest bulk order arrived recently when the British agents of a distributor in South Africa asked for a supply of two gross of 1958 badges. This puts the South Africans well above other countries such as Australia and New Zealand!

THE BUILTH WELLS CLUB'S national Kidston Scramble takes place on Saturday on the Aberdubhony course, Builth Wells, Breconshire, starting at 3 p.m. Practising will be from 1.45 to 2.45 p.m. Among those taking part are Dave Curtis, Terry Cheshire, Gordon Jackson, Ron Langston and Jonathan Tye. Admission charges are adults 2s 6d, children 1s. Parking costs 1s for cars and 6d for motor cycles; programmes 6d.

THE LEGENDARY B.M.C.R.C. Hutchinson "100" road-race meeting takes place at Silverstone on Saturday. Practice will be held from 9 a.m. until noon and racing will begin at 1 p.m. Among the famous stars taking part will be Jack Ahearn (Australia), John Anderson (New Zealand), Bill Bodicke, Bill Bevers, Jack Beeton, George Catlin, Bruce Danlin, Bob Dewry, Paddy Driver from South Africa, Ray Fay, Alan Holmes, Mike Hailwood, John Hempleman (New Zealand), Gary Hocking (Southern Rhodesia), Ned Minihan, Derek Minter, Geoff Monty and, of course, Bob McIntyre. Admission charges are as follows: adults 4s; children 2s; motor cycles 3s; cars 7s; coaches £1.

REGULATIONS are available for the following events: Swansea Club's national Cambrian Trial (September 20). Entries close September 12. Secretary is W. J. Cload, 131, High Street, Swansea.

South Birmingham Club's national Greensmith Trial (September 28). Entries close September 13. Secretary is Mrs. D. Watson, 35, Hurst Green Road, Bentley Heath, Solihull, Warwickshire.

The national West of England Trial (October 4). Entries close September 13. Secretary is Miss P. Keene, 4, Ryden Road, Kingsteignton, Newton Abbot, Devon.

The Auto-Cycle Union's national Inter-Centre Team Championship Scramble (October 5). Entries close September 13. Secretary is E. C. Pronger, The Primroses, Rickfords Hill, Aylesbury, Bucks.

Brands Hatch national road races (October 12). Entries close September 13. Secretary is J. Fordham, 41, Lospit Hill, Lewisham, London, S.E.13.

The national Stroud Team Trial organized by the Western Centre (September 27). Entries close September 13. Secretary is Miss Grant Heales, c/o Baughan, Lansdown, Stroud, Glos.

The Derbyshire Trial organized by the M.C.C. (October 3 and 4). Entries close September 15. Secretary is W. T. F. Kelland, 29, Great Bushey Drive, London, N.20.

More Rumi Twins

Three Scooters: Super-sports

Motor Cycle Available Later

THE unorthodox 125 c.c. Italian Rumi Little Ant scooter, now a familiar sight on British roads, is to be continued unchanged for 1959 and will be joined by substantially similar models, the Tipi Sport and the Model E. In the spring, a 170 c.c. version will be available. Having bore and stroke measurements of 42mm and 45mm, the 125 c.c. engine is a very neat two-stroke parallel twin with near-horizontal cylinders.

An engine-shaft clutch transmits the drive through a pair of helical gears to the four-speed gear box in unit with the crankcase. For ease of overhaul, the crankcase and gear box are split horizontally. There is no separate frame to carry the engine; instead, front and middle body sections of cast light alloy are bolted to the power unit.

The front section is split vertically and houses the steering head and fuel tank, while a further casting at the front carries the headlamp. Front mudguard and tail are additional castings and the tail forms an extension of the body middle portion.

A leading-link front fork is employed and the rear wheel is stub-axle mounted on the cast-aluminium chaincase which forms a pivoted arm controlled by a rubber suspension unit. Wheels are of 8in diameter, with split rims, and carry 4.00in tyres. The sheet-steel footboards are in one with short legshields.

In standard form the Little Ant engine has cast-iron cylinders, light-alloy heads and a compression ratio of 6.5 to 1. However, the Tipi Sport has a tuned engine. Compression ratio is 7 to 1 and light-alloy cylinders with chromium-plated bores are employed; also the induction system is lengthened and a larger carburettor is fitted.

Third of the scooters, and also new to this country, the Model E is a low-price machine having a tubular frame, pressed-steel bodywork and shallow-section mudguards. Power unit is exactly as on the standard Little Ant, as are the front and rear suspension systems.

Obtainable to special order only is the 125 c.c. Junior motor cycle; it is a rakish semi-racing model with pivoted front and rear springing and a similar power unit to that already mentioned but having a 10.5 to 1 compression ratio and tuning to produce 9 b.h.p. The long fuel tank has knee indentations and a racing-type seat is featured. Wheel rims are of aluminium alloy and tyre size is 2.50x19in front and rear.

Concessionaires for Rumi machines are Scooters and Vehicles Concessionaires, Ltd., 149, High Street, London, N.W.10. Price of the Little Ant, as before, is £173 19s 9d (including £34 10s 5d British purchase tax); prices of the other models have not yet been settled but will be around £194, £164 and £350 for the Tipi Sport, Model E and Junior respectively.

Speedway Final

FOLLOWING is the line-up, with riding numbers, for the Speedway Championship of the World final at Wembley Stadium on Saturday, September 20: 1, J. Jansson, Sweden; 2, A. Lawson, Australia; 3, P. Craven, G.B.; 4, B. Briggs, New Zealand; 5, O. Nygren, Sweden; 6, G. Hussey, G.B.; 7, R. Johnston, New Zealand; 8, J. Geran, Australia; 9, P. Moore, Australia; 10, R. Moore, New Zealand; 11, K. McKinlay, G.B.; 12, J. Hoffmeister, Germany; 13, O.

Fundin, Sweden; 14, R. How, G.B.; 15, M. Broadbanks, G.B.; 16, R. Sormander, Sweden; reserves, P. O. Soderman, Sweden, and B. Crutcher, G.B.

As the title holder, Barry Briggs is seeded to the final. The remainder have qualified at meetings held in G.B. and on the Continent. Prize money is £500 for the winner, £200 for the runner-up, £100 for the third man and there is a brand-new trophy. With points and starting money added the total at stake is over £1,500.

Reserved seats are available at 5s 6d, 8s, 10s 6d and £1 1s. Applications should go to Wembley Box Office, The Empire Stadium, Wembley, Middlesex. Alternatively payment can be made at the turnstiles on the night of the meeting; standing room costs 3s 6d. Parking charges are 1s for motor cycles (solo or sidecar), 2s 6d for cars. The meeting starts at 7.45 p.m.

D.K.W.s Coming

THE 200VS D.K.W. exported from Germany is to be marketed in Great Britain by Pride and Clarke. Up-to-the-minute in design detail, the machine features an enclosed mid-section and hydraulically controlled pivoted-fork suspension fore and aft, and is powered by a 197 c.c. single-cylinder two-stroke engine. Transmission is through a duplex primary chain to a unit-construction, four-speed gear box. The rear chain is totally enclosed.

Shrouding the handlebar is a fairing which extends forward to form a housing for the very large D-shape speedometer (which has inbuilt ignition warning and neutral-indicator lights) and a nacelle for the 6½in-diameter headlamp. Tyre size is 3.00x18in. Rims and spokes are chromium plated and built on full-width light-alloy hubs. Brakes are 6in in diameter. The fuel tank has chromium-plated panels and holds 3 gallons.

Concessionaires are Pride and Clarke, Ltd., 158, Stockwell Road, London, S.W.9. The total price, including £25 19s 6d purchase tax in Great Britain, is £129 19s 6d.

Don Crossley

WHEN visiting his young son in Noble's Hospital, Douglas, last Sunday, Don Crossley collapsed and died. A 49-year-old native of Yorkshire and a master baker, Crossley moved to the Isle of Man many years ago and played a prominent part in post-war Manx Grand Prix races. He won



Don Crossley after winning the 1948 Senior M.G.P.

the Senior race on a Triumph at 80.63 m.p.h. in 1948 and the Junior Race on an A.J.S. two years later at 82.59 m.p.h. In 1951 he rode a Norton into second place in the Senior Race at 86.09 m.p.h.

Since that time Crossley has helped in the organization of the races and has also run the popular coach tours of the Mountain course for the lesser experienced riders during practice weeks. For this year's races, Crossley was a pit marshal and riders' liaison officer. He leaves a widow and three children.

Safety Competition

FINALS of the Metropolitan Moto. Cyclist of the Year road-safety competition will start at 2.30 p.m. on Sunday, September 28, at the R.A.F. Station, Hendon. Sixty riders who have already qualified in the eliminating heats held during the past two months will be taking part. The winner will be awarded a challenge trophy donated by the Company of Veteran Motorists and there will also be other handsome awards.

THE Farnborough Show which ended last weekend is fully reviewed in tomorrow's issue of our associated journal, *Flight*. Copies can be obtained from newagents price 1s 6d, or direct from Hiffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

YESTERDAY'S issue of our associated journal *Amateur Photographer* included a complete guide to the enlargers and projectors on the market. The review is fully illustrated and gives current prices. Copies of *Amateur Photographer* can be obtained, price 1s 3d, from all newagents or direct from Hiffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

MIDLAND enthusiasts will be able to see a historical cavalcade on Sunday when the Vintage Club stages its Coventry-to-Birmingham Veteran Parade. Fifty-five machines manufactured between 1901 and 1914 will take part. The start is from Hearsall Common, Coventry, at 10.30 a.m. and the route lies via A45, A452 and A4097 to Bromford Inn, returning to the start along A47 and rejoining the outward route at Castle Bromwich (A452). At 2.30 p.m. the assembled machines will be judged in a *concours d'élégance*.

READERS' CORNER.—*Instruction Books Wanted*.—F. G. (London, S.E.25): for a 1937 990 c.c. A.J.S. A.J.M. (Inverness); for a 1949-50 Norton Dominator Model 7. *Found*.—on August 23 in New Park Road, Brixton, London (on occasion of A7 fire), a safety helmet, Ref. No. 698. *Lost*.—August 31, Millington Scramble, Mark VIII goggles, Ref. No. 679. *Experiences Wanted*.—R. W. M. (Jersey): Overland trip to New Zealand by solo motor cycle. *Contact Wanted*.—R. W. M. (Jersey): With anyone contemplating a trip to New Zealand.

VEHICLE quarterly licences expire on September 30. Renewal may be effected on and after Tuesday next, September 16, at local taxation offices (by post or personal application) or at principal post offices (personal application only) in the area of the council with which the machine is currently registered. Application forms (R.F. 1A) are obtainable from money order post offices. When completed, the form must be accompanied by the registration book, insurance certificate and necessary remittance. For post office application the old licence must also be produced and renewal can be effected only if there is to be no change in the type of licence and in the duty payable. If there has been a change of ownership or in the registration particulars since the last licence was issued, application must be made to the local taxation office and form R.F. 1/2 used.

TRAINING SCHEME.—Next course for learners organized by the Bristol School will assemble at 7.30 p.m. on Tuesday, September 23, at the factory canteen of Douglas (Kingswood), Ltd., Douglas Road, Kingswood, Bristol. Advance details and enrolment forms can be obtained from D. C. Tritton, 94, Durban Road, Patchway, Bristol.

September 23 is also the starting date of the scooter course organized by the Coventry Road Accident Prevention Council. Prospective trainees should write to Mervyn J. Miles, City of Coventry Road Safety Office, Council House, Coventry. On the following evening, Wednesday, September 24, the Kingston Club starts its next course at 8 p.m. in the Market House, Kingston. Practical riding instruction takes place in the Cattle Market every Sunday morning. Full details can be obtained from Harry Dutton, 28, Richmond Grove, Surbiton Hill, Surrey.

CLUB NEWS

ALPINGTON AND WEMBLEY.—September 12: Open night (Swan, Sudbury, 8). 14: Social: run (Ace Café, 10). **A.M.C. Owners** (Bristol).—September 11: Meeting (White Lion, Fishponds Road, 7.30). (Medway).—September 14: Triumph trial. (South Eastern).—September 11: Film show (White Swan, Romford, 8). **Ariel Owners.**—A Scottish section has been formed; secretary: Mr. Manwaring, 97, Ottago Road, Glasgow, W.2.

Batley.—September 11: Darts and dominoes (H.Q., 8.30). 14: Primrose Valley Commercial Street, 9.30. 16: Committee meeting (L. Cooper's, 7.30). **Bethnal Green.**—Secretary: T. Maynard, 5, Farnham Crescent, Palmers Green, London, N.13. **B.M.W.**—September 14: Beaulieu Abbey (Staines Bridge roundabout, 9). **Bond Minicar** (Manchester).—September 14: Colwyn Bay (Albert Square, 9.30). **British Two-Stroke** (London).—September 14: I.T.A. trial (Rookery Café, 9.30). **Buxton.**—September 14: Trial; regulations from J. B. Abel, c/o 11, Heath Street, Buxton.

Central Leeds.—September 14: Mystery run (Westgate, 9). 17: Evening run to Knaresborough (Westgate, 7.30). **Chesham.**—September 14: St. Katherine's (H.Q., 10.30). **Croydon.**—September 14: Group event (Airport, 9). **Derby Phoenix.**—September 15: Film show (Osmaston Park Hotel, 8). **Devonport.**—September 12: Auction (H.Q., 8). 14: Dartmouth scramble (Morley, 10.30). **Diss.**—September 14: Inter-club trial (Bury St. Edmunds). **Edmonton.**—September 14: T.V.T.C. trial (Hampton Court, 10). 16: Committee meeting (Anglers, Teddington, 8).

East Aston.—September 17: Open night (Duke of York, 8). **Ford.**—September 14: Woburn Abbey (Gants Hill, 9.30). **Glasgow Speedway.**—September 14: Loch Chon (Faisley, 9.30). **Gloicester.**—September 14: Gloucester and Cotswold. **Gloucester.**—September 13: Indoor trial (H.Q., 7.30). **Ilford.**—September 16: Natter night (Dr. Johnson, 8). **Ilkley.**—September 17: Signpost Rally (Pool Bridge filling station, 7.30). **Kings Norton.**—September 12: Report on Manx Two-day Trial (H.Q., 8).

L.E. Vets (Essex).—September 14: Flour chase (Green Man, Haverhill, 10). (London).—September 12: Club night (Orange Tree, Tottenham, 8). 14: Bosham (Epsom Clock Tower, 10). (Manchester).—September 17: Wincle (Cheadle Green, 7). (Northern).—September 14: Coast run (Harbour, Bridlington, noon). **Leatherhead.**—September 11: Club night. **Levensdon.**—September 15: Club night (Three Horseshoes, 8). **Liverpool Imperial.**—September 16: Natter night (H.Q., 8.30). **London Douglas.**—September 12: Tombola (H.Q., 8). **London Scooter.**—September 14: Waggoners Wells (Blue Cockatoo, 9 and Henly's Corner, 9). 15: Theatre visit (Fortune Theatre, 7.15). **London Touring.**—September 14: Feversay Bay (swimming pool, Croydon Airport, 9). **Loughborough.**—September 14: Grand-track racing (Allsopp's Lane, Empress Road, 2.30).

Manchester Vagabond.—September 14: Sherwood Forest (Gateway Hotel, East Didsbury, 10). **Maner.**—September 15: Tramp supper (H.Q., 7.30). **Mid-Herts.**—September 11: Police talk (H.Q.). **Moat Christie.**—September 14: Blackberry picking (Woodbine, 10.30). 17: Club night (Woodbine, 8).

North-East London.—September 14: I.T.A. trial (Cambridge, Edmonton, 9.30) and Bulldog trial (Glanfield's Corner, Finchley, 9.30). 16: Committee meeting (42, Ross Road, Buckhurst Hill, 8). **Northwest Sidecar.**—September 14: York (Oldham Market Place, 10). **Norwich Viking.**—September 14: Touring trial (Red Lion, Eaton, noon). **Norwood.**—September 14: T.V.T.C. trial (What 'O, Ramsgate, 9.30). 17: Club night (West Norwood Tennis Club, 7.30). **Nottingham.**—September 14: Bulldog Road Trial (Five Ways, 10). **Nottingham Tornado.**—September 17: Club night (Beechdale Hotel).

Panther Owners.—September 14: Time trial. **Pendennis.**—September 12: Run (H.Q., 7.30). **Pennine Range.**—September 14: Sports (J. Fryer's field, Red Lane, 1.30). **Plymouth Touring.**—September 11: Tombola (H.Q.). **Preston.**—September 14: Tour of Kentish hop gardens (London Bridge, north side, 9.30). **Prima Eagles.**

—September 12: Social evening (Harmonic Hall, 8). 14: Tour of hop gardens (Stratford Church, 9). **Quickly.**—September 14: Camber Sands (Crystal Palace roundabout, 7.15); Pantall Restaurant, Locks Bottom, 8; Mermaid Inn, Rye, 11.30).

Reading All-scooter.—September 16: Club night (River Club, 8). **Ringwood.**—September 14: Treasure hunt (car park, 2). 17: Gymkhana (The Mount, Poulner, 7.30). **Rochester, Chatham.**—September 12: Natter night (Harrow Inn, Lidsing, 8). 13: September Rally (Spyglass and Kettle, Wigmore, 7.30). 14: Birchington Trial (West Bere Café, 11). **Rookery.**—September 11: Tramp supper (Rookery Café, Hatfield, 8). 13: Hutchinson "100" (White Hart, South Mimms, 10). **Royal Enfield Owners.**—September 12: Sunbury on Thames (H.Q., 7). 13: Hutchinson "100" (Staples Corner, 7.30 and Brown car park, 9.30). **Rudge Enthusiasts.**—September 14: Meeting (Hoop and Grapes, 7.30).

Saints.—September 11: Club night (St. Andrew's Boys' Club, Great Peter Street, 8). **Sidcup.**—September 11: Hill-climb discussion (H.Q., 9.30). 14: Group trial (Brands Hatch Pavilion, 9.45). **Somerton.**—September 13: Moto-ball (football ground, 6). 16: Tombola (Red Lion, 8). **South Liverpool.**—September 14: Cardingmill Valley (Tunnel, 9.30). **South Yorkshire Sidecar.**—September 14: Treasure hunt (Spencer Arms, Cawthorne, 10.30). **Southampton Vikings.**—September 14: Lyndhurst Trial (Millbrook Station, 11). **Southern Sporting.**—September 14: Marshals' run (Claremont Café, Staines, 9.30). 17: Briefing (H.Q., 8). **Streatham.**—September 14: Star Trial (Cricketers, 8.30). 15: Club night (Rediffon).

Tenover.—September 13: Expert advice (Weald of Kent Trial course). 14: Driving tests (recreation ground, 3.30). **Trade Winds.**—September 14: Tunbridge Wells (H.Q., 10). **Triumph Owners** (Bedford).—September 11: Beetle drive

(H.Q., 8). (Epping Forest).—September 16: Open night (H.Q., 7.30). (North London).—September 12: Club night. (North Wales and Merseyside).—September 12: Natter night (H.Q., 8). 14: Warrington rally (H.Q., 10). (South London).—September 13: Hutchinson "100" (Southampton).—September 14: Beaulieu (Millbrook roundabout, 2). 15: Mystery run (West Middlesex).—September 11: Tombola (H.Q., 8). 14: South London road trial (White Hart, 8.30). **Triumph Owners of North West Kent.**—September 16: Competition evening (H.Q., 8).

Vagabonds.—September 13: Silverstone (Highway Café, 8). 15: Club night (Bull's Head, Turnford). **Viasat H.R.D. Owners** (Cambridge).—September 11: Club night (Trinity Food, Coventry).—September 12: Club night (Phantom Coach, Derby).—September 11: Club night (Osmaston Park Hotel, Essex).—September 14: Autumn Road Trial (Sunbeam Café, Chelmsford By-pass, 10). (Kent and Sussex).—September 12: Club night (59, High Street, Adulveness). (North London).—September 16: Club night. (The George, Holmes Road, Kentish Town, Oxford).—September 12: Club night (The Chequers, Horspath). (South London).—September 12: Tombola (T.A. H.Q., Bromley Road, Catford). (Southampton).—September 11: Club night (Compan Inn, Windsor). (Wales).—September 12: Club night (Barry Motor Club, Lewis Street, Barry). 13: Hutchinson "100" (Newport Cenotaph, 7.30). (Wessex).—September 16: Club night (King's Arms, Bradford on Avon). (West London).—September 15: Slide show (Ickenham Community Centre, 8). (West Riding).—September 14: Thrirk (Red House Café).

Wandsworth.—September 12: Briefing (H.Q., 8.30). **Watford.**—September 14: Scramble (London Road, Chalfont St. Giles, 2). **Watling Association.**—September 14: Whitstable (Queen of Hearts, 9). **West Ealing.**—September 14: Sporting event (Hanwell clock, 9). **West Essex.**—September 14: Bodiam (Walthamstow Bilet, 9). 15: Auction (H.Q., 8). 17: Dance (Roeback Hotel, Clapham Hill, 8). **West Herts.**—September 13: Silverstone (Red Lion, 11). 14: Bulldog trial (Red Lion, 9.15). **West Leeds.**—September 11: Economy run (Post Hill, 7.30). **Weybridge.**—September 14: T.V.T.C. trial (Woking crossroads, 9.30). **Wood Green.**—September 14: Woburn Abbey (Alexandra Palace, 10.30). 17: Slide show (H.Q., 7.30). **Woolwich.**—September 11: Auction (H.Q., 8). **Worthing Eagle.**—September 11: Club night (H.Q., 8). **Wyecombe.**—September 12: Club night (Nag's Head, 8).

THE CLUBMAN

IMPORTANT EVENTS

Thursday, September 11.—Senior Manx Grand Prix. Mountain course, Isle of Man, 10.45 a.m.

Saturday, September 13.—Silverstone: Hutchinson "100," 1 p.m. **Warwickshire:** Sprint meeting, Westbourne Mountford, near Stratford-on-Avon. **Worcestershire:** Kidston Scramble, Aberdunon course, Buith Well, 3 p.m. **Cheshire:** Championship and races, Wallacey Foreshore, Harrison Drive, 3.30 p.m. **Essex:** Road races, Curragh short circuit, Kildare, 3 p.m. **Wiltshire:** Night navigation trial, Tinkerbell Filling Station, Barford St. Martin's, Salisbury, 1.30 p.m.

Sunday, September 14.—Grand Prix des Nations, Monza, Italy. Cadwell Park: National road races, noon. **Warwickshire:** Coventry-Birmingham Veteran Parade, Hearsall Common, Coventry, 10.30 a.m. **Midland Centre Road Rally,** Thatched Ten Rooms, Meriden, 10 a.m. **Gallows:** Championship scramble, Porterbilly Hill, 2 p.m. **Leicestershire:** Five Counties Rally, Granby Halls, Leicester, 9.30 a.m. **Fifth Border Scramble,** Clifton, on the Marston-Clifton road four miles south-west of Market Harborough, 2 p.m. **Somerset:** Motor Cycle Trophy Trial, New Central Garage, Exford, 12.30 p.m. **Avalon Scramble,** Higher Farm, Wick, Glastonbury, 2.30 p.m. **Berkshire:** Trial, The Grenadier, Basingstoke Road, Reading, 10 a.m. **Lion Trophy Team Scramble,** Church Woods, Beenhams, 1 p.m. **Motoball,** Broomhall Farm, Broomhall Road, Sunningdale, **Derbyshire:** Palin Autumn

Scooter Rally, Market Place, Derby, 10 a.m. **Lancashire:** Battle of Britain Sporting Trial, Croft's and Robson's Quarries, Longridge, 11 a.m. **Worcestershire:** Scramble, Fish Hill, Armley Bank, near Broadway, 2.30 p.m. **Hertfordshire:** I.T.A. Cup Touring Trial, Rookery Café, Great North Road, Hatfield, 10.30 a.m. **Arthur Tisdall Trophy Trial,** Dell Café (A405), Garston, near Watford, 10.30 a.m. **Buckinghamshire:** Chalfont Scramble, London Road, Chalfont St. Giles, 2 p.m. **Devonshire:** Scramble, Moreley Park Farm, Halwell, near Totnes, 2.30 p.m. **Surrey:** Grass-track racing, Pleytstow Farm, Capel, 1 p.m. **Stratford Star Trial,** Nightingale Inn, Ash, 10.30 a.m. **Autumn Trial,** New Inn, Ramsgate, 11 a.m. **Hampshire:** Committee Cup Trial, Rufus Stone, Canterton, 12.30 p.m. **Grass-track racing,** Hounds-mills Field, Kingsclere Road, Basingstoke, 1.30 p.m. **Autumn Scramble,** Old Park Farm, Beaulieu, 1.30 p.m. **Cornwall:** Cornish Rally, Looe, 9 a.m. **Essex:** Scramble, Little Loveney Hall, Wakes Colne, 1.30 p.m. **Novice trial,** Woodlands Café, Stapleford Abbots (B175), 11 a.m. **Sheffield:** Tennant Trophy Trial, Eastfield Inn, Thurgoland, near Penistone, 1.30 p.m. **Cheshire:** Championship Scramble, Bowsey Wood Farm, Betley, near Crewe, 2 p.m. **Yorkshire:** Scramble, Crook Farm, Wreton, near Pickering, 2.30 p.m. **Monmouthshire:** Championship Scramble, Coldra Farm, on the Newport-Chepstow road three miles from Newport, 3 p.m.

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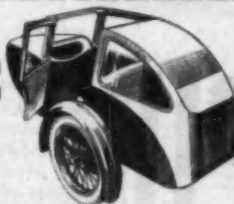
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COMERFORDS for Adler and 1,000 other machines: lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. [C1006]

A.J.S.

A.J.S. MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1253. [0107/R]

INSPECT our outstanding bargains, list free.—E.S. Motors, 325, High Rd., Chiswick, W.4. [C1031]

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WHITE & MARTIN for your new A.J.S.: part exchanges: h.p.—18, Ashfield Parade, Southgate, N.14. Pal. 1035. [C1152/R]

1925 A.J.S. for sale, instr. book, etc.: £15, buyer collects.—Granger, British Ropes Club, Ordsall, Retford, Notts. [0463]

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BOB KEHLER, Ltd., offer all A.J.S. models for immediate delivery, top prices for part exchanges.—123-131, Ealing Rd., Wembley 2150. [0112/R]

COMERFORDS for A.J.S., new and second-hand 1,000 machines in stock; send for list.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006]

WHITBY OF ACTON.—New models in stock, exchanges, h.p., spares.—263/275, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R]

135 gns.—A.J.S., December 1956, 350cc springer, extras, very good condition, year's tax; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 5041. [C1114]

A.J.S. WANTED

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ROWLAND SMITH'S, the A.J.S. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1086/R]

CLAUDE RYE urgently require all models; set our price first, h.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Hen. 6174. [W1105/R]

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100% service c.o.d. and trade.—E. H. Fisher Motors, Ltd., Bath Rd., Hounslow, Middx. [S1163]

HOE STREET GARAGE, Ltd.—Genuine A.J.S. spares: c/ter, c.o.d. trade.—414, Hoe St., W.17. Tel. Cop. 1710. [0672]

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Turn to page 47 for
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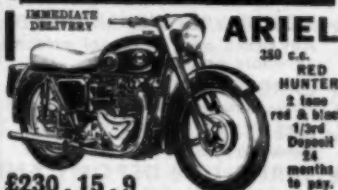
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1955 B.S.A. Gold Star C33 350, touring trim, beautiful condition; £155.
1958 B.S.A. C12 250 s/arm, black/chrome, 900 miles, as new; £129.

1957 B.S.A. C12 250, s/arm, fitted fairing, etc., excellent condition; £85.
1957 B.S.A. Bantam Major 150, s/arm, screen, etc., excellent condition; £65.

1948 B.S.A. C10 250, s.b. screen, very excellent condition; £29.
1955 B.S.A. C11 250, springer, screen, very clean; £79.

1957 Gold Flash, s/arm, and Watsonian Avon s/e, matching beige, showroom condition, 5,360 miles only; £259.
1957 Gold Flash, springer, and d/a s/c, excellent condition; £239.

1954 B.S.A. H21 600 sv and Buzmar d/a s/c; £169.
1954 Gold Flash, springer, and Watsonian Monarch s/c; £169.

WE have a large selection of solos and combinations at competitive prices.—Briston 6935. Terms and exchanges.
£65—1949 Star Twin and V021 chassis, broken wheel.—1, Milton Close, Barnet, Herts. (9457)

HARRY NASH—See and appreciate our used bargains; last few new soiled models finally reduced.
H—All new 1958 models in stock; H.P., exchanges.—291, King St., Hammer-smith, W.6. Riv. 2837. (C1090)

T. W. KIRBY MOTOR CYCLES, Ltd., your B.S.A. specialists, 10, Roneo Corner, Harechurch, Tel. 8785.
COMERFORDS for B.S.A. and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. (C1006)

RENNO'S self-financed terms since 1918, your B.S.A. agent; latest super Bantam 175cc complete with duo, £38+P.T., yours for £4/5/6 monthly.
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RENNO'S—1950 A10 Golden Flash, 89gns; many others.—232, Upper St., Islington, N.1. Can. 2021. (C1104)

ASTON AUTO-MOTORS OF BIRMINGHAM.—B.S.A. sales and service, 125cc to 650cc, a model for everyone; new models on show; quick delivery.
172—177, Aston Rd., Birmingham. Ast. X 3201-2. (0561/R)

B.S.A. from stock—Latham's Motor Cycle House, Fishergate, Preston. Exchange; h.p. terms.—Tel. 4342. (0043/R)

SLOCUMBERS OF NEASDEN!! for your new B.S.A.; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). (C1115)

1955 B.S.A. 500 twin Shooting Star, 15,000, fairing, panniers, clothing, etc.; £150; h.p. if required.—Sheriff, 4, Logan Close, Enfield, Middx. (9451)

JOHN SURTEES for your B.S.A., all models in stock, ride before you buy, demonstration models available.—West Wickham, Kent, Spring Park 7700. (C1145)

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24-hour c.o.d. service on all B.S.A. spares and exchange replacement units; engines, gear boxes, clutch plates, brake shoes, frames, forks, wheels, in fact every item you require; stockists also for Amal, Wico, Lucas and Smiths speedos. Don't keep the machine off the road, use our 100% service.—Coventry Motor Mart, Ltd., B.S.A. Specialists, Postal Department 7, 66, London Rd., Coventry. Tel. 2146 and 7. [0077/B]

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DAYTON ALBATROSS

GODFREYS, Ltd., Dayton Albatross dealers all depots. See display advert. [C1052/R]

WHITBYS OF ACTON.—Immediate delivery of new Albatross—273, Acton Vale, W.3. Sbs. 5355. [C1129/R]

MEETENS for the latest All-British Continental, Albatross, fitted with the famous Villiers 250 twin with its fantastic performance, 17 or 70mph on top! Unbeatable for value, appearance and performance, and its yours for only £74 deposit and balance over 2 years by h.p. at Meetens, the Villiers specialists, Shannon Corner, New Malden, Surrey. [C1203]

DIANA

GODFREYS, Ltd., for Diana, all depots.—See display advert. [C1129/R]

CLAUDE RYE.—Immediate delivery new Diana; choice of colours, terms.—895-921, Fulham Rd., London, S.W.6. Renewal 6174. [C1106/R]

SLOCUMBS OF NEASDEN!!! for your new Diana; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

D.K.R.

COMERFORDS.—Immediate delivery D.K.R. Dove.—Portsmouth Rd., Thames Ditton. [C1006]

SLOCUMBS OF NEASDEN!!! for your new D.K.R.; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

CLAUDE RYE.—Immediate delivery latest D.K.R. scooter, with self-starter; choice of colours; terms.—895-921, Fulham Rd., S.W.6. Renewal 6174. [C1106/R]

MEETENS, Shannon Corner, New Malden, Tel. 3110 for immediate delivery D.K.R. Villiers Dove with kick starter, Peapack with electric starter and Defiant 200cc 4 speed electric starter models; trade supplied; Villiers service. Ask for free lists of D.K.R.s from £54/15 deposit and 24 monthly rentals by h.p. and, don't forget full expert tuition is free. Demonstrations throughout. [C1203]

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COMERFORDS for D.M.W. and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. [C1006]

MEETENS, Shannon Corner, New Malden 3110, for D.M.W. Bambi scooters, a really sound, fully enclosed Villiers 90cc engine all-British scooter; at £110/8 incl. p. tax and speedo; yours for £37/8, bal. by h.p.; lists, tuition; demonstrations free. [C1203]

MEETENS, Shannon Corner, New Malden 3110, for immediate delivery of the irresistible D.M.W. Dolomite 250cc 4-speed Villiers twins, sports, trials, black, Paris grey, blue; also the 200cc Mark 2 4-speed single, all with famous M.P. Earles front suspension, and the Mark 3 200cc Popular, Britain's cheapest 197cc; illustrated list free; we offer choice of 2 little-used 1957 200cc 4-speeders, at bargain prices of 40pms. deposit; fix up for a demonstration on the Dolomite Twin—so silent, safe and swift; Villiers super service every type. [C1203]

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DOT CYCLE & MOTOR MANUFACTURING CO. Ltd., Manchester, 13, Tel. Blackfriars 5472-3-4. [0222/R]

COMERFORDS for D.O.T. and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. [C1006]

DOUGLAS

INSPECT our outstanding bargains, list free.—E.S. Motors, 325, High Rd., Chiswick, W.4. [C1031]

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PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1089/R]

WE pay £10 more for Douglas; M.P. accounts settled, cash balance immediately; we pay your fare home.—Ride to Kingsway from 26-30, Cannon Rd., Reading, Open 9 a.m. to 5 p.m., 6 days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

DOUGLAS SPARE PARTS

CLAUDE RYE, Ltd.—Full range of spares for the T35 model, c.o.d.—895-921, Fulham Rd., S.W.6. Renewal 6174. [S1105/R]

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Always have hundreds of immaculate used models—all workshop tested and ready to ride away

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- 1957 **B.S.A.** D3, 125 c.c. s/arm, d/seal, panniers, l/shields, screen, immaculate grey/chrome ... **£210**
- 1957 **B.S.A.** C12, 250 c.c. OHV, s/arm, d/seal, panniers, l/shields, one owner, excellent ... **£225**
- 1955 **ARIEL** Huntmaster, 650 c.c. Twin, s/arm, d/seal, Pairing, excellent tyres, ideal s/car m/c ... **£145**
- 1956 **F. BARNETT**, Cruiser, 225 c.c. Villiers, s/arm, d/seal, smart green/chrome finish, excellent value ... **£145**
- 1957 **ARIEL** NH, 350 c.c. OHV, s/arm, c/case, l/shields, screen, imm. black and chrome, one owner, as new ... **£160**
- 1958 **MATONLESS** G3LS, 350 c.c. OHV, s/arm, d/seal, good tyres, ex. black and chrome finish, taxed ... **£160**
- 1956 **BUNNICK** 54, 300 c.c. s/frame, shaft drive, pillion, pearl grey/chrome finish, ex. condition ... **£165**
- 1955 **TRIUMPH** T100, Super Sports Twin, 500 c.c., s/arm, outstanding performance, smart appear. ... **£160**
- 1957 Reg. **ZUNDAPP**, 200S, s/arm, d/seal, full width hubs, 3,000 mls. only, immaculate. Taxed ... **£115**
- 1955 **B.S.A.** Shooting Star, 500 c.c., Alloy head, s/arm, d/seal, 8in. front brake, excell. cond. ... **£140**
- 1957 Model **F. BARNETT** Falcon 74, 200 c.c. Villiers, s/arm, d/seal, l/shields and panniers, ex. cond. throughout ... **£160**
- 1955 **R. ENFIELD**, 350 c.c. Bullet, alloy head, s/arm, l/shields and panniers, duo front brake, above average ... **£115**
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- 1955 **A.J.S.** 185, 500 c.c., s/arm, d/seal, full width hubs, ex. black and chrome finish ... **£130**
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- 1957 **TRIUMPH** Tiger Cub, 200 c.c. OHV, s/arm, d/seal, 3,000 mls. only, excellent condition throughout ... **£115**

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1957 150cc, spare wheel, screen; £99/10.
310—314, Uxbridge Rd., 304, High St., Acton, Acton 5031-2. [C1121]

GODFREYS, Ltd.—Appointed Vespa dealers all depots.—See display advert. [C1052/R]

VESPA 55 125, screen, dual seat; £60.—54, Ridgeway Rd., Chesham, Bucks. Week-end. [8450]

INSPECT our outstanding bargains, list free.—E.S. Motors, 325, High Rd., Chiswick, W.4. [C1031]

WHITBYS.—Vespa specialists, new and second-hand.—273, Acton Vale, London, W.3. Sbs. 5355. [C1129/R]

SLOCUMBS OF NEASDEN!!! for your new Vespa; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

LEDA Scooters.—Immediate delivery all models, part exchange, h.p. terms, service after sales.—Morden Court Parade, Morden, Surrey. Mtl. 4466. [0084/R]

1957 Vespa commercial combination, 2,500 only, bargain.—Clarke, 560-562, London Rd., Thornton Heath, Terms. Tel. Tho. 4907. [C1165]

65cns.—Douglas Vespa, August 1956, 125cc 42LS, extras, very good condition, year's tax; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

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GEORGE CLARKE pay most for Douglas Vespa.—278, Brixton Hill, S.W.2. Tulse Hill 3311. [W1019]

ROWLAND SMITH'S, the Douglas Vespa buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [S114/R]

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WE hold immense stocks of Vespa spares; immediate delivery—either over the counter, or by our per-return postal service.—Call, phone or write, 407, High Rd., North Finchley, N.12. Tel. Fin. 0291. [S1044/R]

GEORGE GROSE Ltd., 834, High Rd., W.12. H.L. 2149. All spares & accessories, c.o.d. service. [0358]

GODFREYS, Ltd. Croydon, 308, Q4, Portland St., W.1. Forest Gate. See display advert. [S1052/R]

YOUNG'S.—Vespa spares and accessories, list free.—32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [S1134/R]

HUMPHREYS for Vespa spares and accessories; counter or c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. Close Thursday 1 p.m. [S1058/R]

EXCELSIOR

YOUNG'S.—Excelsior main agents; terms, exchanges.—32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [C1134/R]

!!! Gray's, Croydon.—79cns.—1955 Talisman twin, s/arm, d/seal, exceptional condition, absolutely unrepeatable; first 22 reserves; terms, exchanges.—56-58, South End, Croydon, Croydon 3645. [C1175]

32cns.—Excelsior Consort, 1955, 98cc, dual seat, crash bar, carefully used, year's tax; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

EXCELSIOR SPARE PARTS

O'NEILL BROS., Ltd.—All post-war spares, Villiers spares and exchange units, full postal service; trade supplied.—The Broadway, N.W.9. Morden 9626. [S1170/R]

BELLAMY'S hold the finest stock of Excelsior spares for all post-war models; c.o.d. anywhere.—3, Lordship Lane, Dulwich, S.E.22. New Cross 0668. [0511/R]

KATS OF EALING, Ltd., Excelsior spare parts stockists. Trade supplied, quotation of c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2587. [S1075/R]

LONDON'S Excelsior specialists.—Alec Jackson for Talisman and Spry spares; largest stock in Great Britain; c.o.d. by return; repair specialists.—Alec Jackson, Motor Export, Ltd. 1008, Haver Rd., Kensal Green, London, N.W.10. Ladbroke 2792. [S1066/R]

FRANCIS-BARNETT

FRANCIS & BARNETT, Ltd. Lower Ford St., Coventry. Coventry 3054. [0090/R]

WATKINSON MOTORS.

1958 models for immediate delivery; usual terms available.—Stockwell Rd., S.W.9. Brix. 2836. [C1174/R]

ROWLAND SMITH'S for Barnett.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

59cns.—Francis-Barnett, October 1954, 197cc Falcon, swinging arm, battery lighting, choice 3; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

INSPECT our outstanding bargains, list free.—E.S. Motors, 325, High Rd., Chiswick, W.4. [C1031]

WHITBYS OF ACTON.—Immediate delivery of new models.—273, Acton Vale, W.3. Sbs. 5355. [C1129/R]

1955 Cruiser 22cc, immac. condition, screen, panniers, mirror, carrier, taxed; £49; terms.—Clarke, 560-562, London Rd., Thornton Heath, Tel. Tho. 4907. [C1165]

FRANCIS-BARNETT

LITTLEJOHN'S—Main dealer, machines, spares; terms, exchanges.—2, Rutlip Rd., Greenford, Wexlow 3255. [C10527]

SLOCUMBER OF NEADEN!!! for your new Francis-Barnett; terms and exchanges.—239-271, Neaden Lane, N.W.10. Gladstone 3555—8 lines. [C1115]

WHITE & MARTIN for your new Francis-Barnett; exchanges, terms; spares and repairs.—13, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1152/R]

MEETEN'S, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of every Francis-Barnett model including the new Scrambler 250 and the 175cc Light Cruiser just introduced; lists, tuition free; longest and lowest h.p. terms and a square deal exchange; Francis-Barnett and Villiers spares specialists. [C1205]

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GEORGE CLARKE pay most for Francis-Barnett.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the F-Barnett buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R]

PRIDE & CLARKE—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1096/R]

CLAUDE RYE urgently require all models; get our price first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

We pay £10 more for Francis-Barnett; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Road, Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2337. [W1039]

FRANCIS-BARNETT SPARE PARTS

WATKINSON MOTORS, official stockists, 136, Stockwell Rd., S.W.9. Bri. 2835. [S1174/R]

KAYS OF EALING LTD., Francis-Barnett spare parts stockists.—Trade supplied; quotations or c.o.d. by return.—6-10, Bond St., Ealing, W.5. Ealing 2387. [S1075/R]

O'NEILL BROS., Ltd.—All post-war Villiers and A.M.C. spares and exchange units, full postal service; trade supplied.—The Broadway, N.W.9. Hendon 6629. [S1179]

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GREEVES MOTOR CYCLES, Manor Trading Estate, Church Rd., Thundersley, Essex, South Benfleet 2761.

THE thrill of a lifetime! when you own the new 250cc Fleeting twin; send your address for details. [C1012/R]

ARCHER OF ALDERSHOT for Greaves, etc.; spares and service.—Victoria Rd., Tel. 323. [C1064/R]

GREEVES Main Dealers.—New models available, immediate delivery.—O. P. Balham, 26, 2c, & 137, Balham Hill, S.W.12. Battersea 1107, ext. 4. [C1091]

SLOCUMBER OF NEADEN!!! for your new Greaves; terms and exchanges.—239-271, Neaden Lane, N.W.10. Gladstone 3555—8 lines. [C1115]

COMBIBORDS for Greaves and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. [C1006]

PALMERS—Immediate delivery of Greaves Scottish Trials and Hawkstone Scramblers models; exchanges and terms.—61, Stanley Rd., Teddington, Molesey 1646. [C1093]

HARLEY-DAVIDSON

NEW and used machines in stock sold with written guarantee and backed with our 100% after-sales service; all spare parts available.—H. Warr, Ltd., 611, King's Rd., Fulham, S.W.6. Renown 2954. [C1001]

HARLEY-DAVIDSON SPARE PARTS

CLAUDE RYE, Ltd.—The largest stock in the world; brand new Harley spares and accessories; lists available; trade and export inquiries welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

INDIAN SPARE PARTS

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JAMES

NORTH London—Tele. Autos for James sales and service.—18, Turnpike Lane, N.8. [S122/R]

ARCHER OF ALDERSHOT for James, etc.; spares and service.—Victoria Rd., Tel. 323. [C1071/R]

WHITBY'S OF ACTON—Immediate delivery of new models.—873, Acton Vale, London, W.3. She. 5355. [C1128/R]

1958 200 Captain, s.s. panniers, as new; £129—open 6 p.m. every week-day. Riv. 1401. [C1136]

SLOCUMBER OF NEADEN!!! for your new James; terms and exchanges.—239-271, Neaden Lane, N.W.10. Gladstone 3555—8 lines. [C1115]

GEORGE CLARKE WANTED 3000 MOTOR CYCLES COMBINATIONS SCOOTERS 3 Wheelers For TOP CASH OR PART EXCHANGE 1959 MODELS

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Wherever you live it will pay to sell your motor cycle to George Clarke who pay most. Just read what our postal customers say:

P.O.'s Mess, M.M.S. Tyne, c/o G.P.O. London 23.5.58
Dear Sir,
Thank you for your letter of the 12th containing your cheque for £135/18/-, the amount outstanding for my combination. May I take this opportunity to say how impressed I was with the way I was treated on my visit to you. I received the utmost kindness and above all I consider the deal was carried out in the fairest possible way. It made the long trip from Portsmouth really worth while.
Thanking you again for your really excellent service.
Yours Truly M.J.G.

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JAMES

142cm.—James, April 1958, 249cc Commodore, swinging arm, 1,301 miles; terms, exchanges.—Rowland Smith, below.

105cm.—James, 1957, 177cc swinging arm, battery, dual seat, carefully used, choice 2, free tax and insurance; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Tube), N.W.3. Ham. 6041. [C1114]

METEN'S, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of every model of the James range including the new 175cc 4 speed Cavalier at £149/14; other models from £38/11/1; lowest honest permissible h.p. terms, free expert tuition; James and Villiers unbeatable spares service, trade supplied. [C1205]

JAMES WANTED

CLAUDE RYE urgently require all models, get our price first! H.p. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

We pay £10 more for James; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sunday 11 a.m. until 5 p.m. Tel. Reading 2337. [W1039]

JAMES SPARE PARTS

HOB STREET GARAGE, Ltd.—James and Villiers spares; enter; c.o.d.—414, Hoe St., W'slow, E.17. Tel. Cop. 1710. [W1105/R]

MEETEN'S, Shannon Corner, New Malden 3110, are the best source of supply for your James and Villiers spares; trade supplied. [S1203]

KAYS OF EALING, Ltd.—James spare parts stockists. Trade supplied, quotations or c.o.d. by return.—6-10, Bond St., Ealing, W.5. Ealing 2387. [S1075/R]

J.A.P.

J.A.P. world service, engines and spares, retail, wholesale, export.—Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2792. [C1066/R]

JAWA SPARE PARTS

NORMAN STOKES MOTOR CYCLES, U.K. distributors for all Jawa and CZ spares and service; trade enquiries invited.—1, Vernon St., Wellingborough, Northampton, Tel. 1308. [C1016/R]

LAMBRETTA

LAMBRETTA—Sole concessionaires U.K., Lambretta Concessionaires, Ltd. Head office and sales, Beverley Works, Kingston By-Sea S.W.20. Tel. Malden 7721. Service station, 215-219, Broadway, Wimbledon, S.W.19. Tel. Liberty 7821. Spares and accessories, 424/426, Kingston Rd., Raynes Park, S.W.20. Tel. Cherrywood 2204. [C1075/R]

SPEEDWAY OF ACTON.

EXCLUSIVELY scooters.

HUNDREDS of new and used machines at our new showrooms.

EXAMPLE

1957 MK. III, in immaculate condition, host of extras; £135.

THREE months guarantee used machines.

310—314, Uxbridge Rd. 304, High St., Acton. Acorn 5031-2. [C1121]

ROWLAND SMITH'S for Lambretta.

NEW scooters and truck in stock.

FREE tax and insurance with second-hand scooters

95cm.—Lambretta, late 1956, 150cc LDB, extras, excellent condition, choice 6 Lambrettas; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Tube), N.W.3. Ham. 6041. [C1114]

LAMBRETTA—Lotham's Motor Cycle House; exchange, h.p. terms.—Tel. 4244 Preston. [C1044/R]

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9. [C1128/R]

1958 Lambretta 150cc, screen, 2 wheel and many other extras, as new; £145.

1957 Lambretta with every conceivable extra; £129.—Brixton 6555. Terms and exchanges. [C1122]

INSPECT our outstanding bargains, list free.—E.S. Motors, 325, High Rd., Chiswick, W.4. [C1051]

GODFREYS, Ltd., appointed dealers all depots, including Leytonstone.—See display advert. [C1052/R]

WHITBY'S for bargains in used Lambrettas.—873, Acton Vale, London, W.3. Shep. Bush 5355. [C1128/R]

PRIDE & CLARKE, Ltd., Lambretta specialists; all models, exchanges welcomed.—158, Stockwell Rd., S.W.9. Brixton 6251. [C1096/R]

1957 Lambretta LDB 150cc, excellent condition, accessories; £115.—Auchinleck, Upton Leigh, Parsholt Rd., Chesham.

SLOCUMBER OF NEADEN!!! for your new Lambretta; terms and exchanges.—239-271, Neaden Lane, N.W.10. Gladstone 3555 (8 lines). [C1115]

LAMBRETTA 125cc, 1956, pillion, windscreen, 50 h.p. miles only, taxed, insured; £150 or near offer; h.p. arranged; bargain; owner unable to use.—Box 8188.

WHITE & MARTIN for the Lambretta Scooter, immediate delivery; spares and accessories; h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1062/R]

LAMBRETTA

NEW Lambrettas from £25/19/3 down. 24 instalments £2/4/8 (cash price £71/17/6); reduced hire purchase and insurance rates.—H. T. Saunders, Highfield, London, N.W.11. [10035]

J. J. DOBLE (MOTOR SALES), Ltd., 1958 Lambretta agents: terms, spares, service, repairs.—125-4, Midway Parade, Cranbrook Rd., Barkingside, Ilford, Tel. Val. 0191. [C1119/R]

O'NEILL BROS., Ltd.—Visit our new scooter showroom, full range of machines, spares, accessories and clothing; riding instruction given.—190, The Broadway, N.W.9. Hendon 8629. [C1117/R]

COMERFORDS for Lambrettas, new and second-hand, exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1006]

ELITE MOTORS for your new Lambretta. Every model for immediate delivery; spares, accessories and officially appointed Lambretta service station.—951, Garratt Lane, Tooting Broadway, S.W.7. [C1169/R]

SPECIAL offer: 1957 Lambretta PD 150cc commercial lightweight delivery 3-wheel, very low mileage, with large well-built van body, 60wt capacity; cut your costs the easy way; list price £290, our clearance price £219.

BEST selection, best exchanges, best terms, best buy your new or used Lambretta from the best in the business.

NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.18. Battersea 2252. [C1069/R]

CONTINENTAL SCOOTERS, Ltd., Britain's oldest all-scooter distributors, one-third deposit, exchanges, terms.—225-7, Westminster Bridge Rd., S.E.1. Wat. 5103, 157, Old Brompton Rd., S.W.5. [C1115/R]

LAMBRETTA WANTED

R. ROWLAND SMITH'S, the Lambretta buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GEORGE CLARKE pay most for Lambrettas.—278, Brixton Hill, S.W.2. [W1019]

PUTNEY AUTOS purchase good used Lambrettas; exchanges, etc.—263, Putney Bridge Rd., S.W.15. Putney 1188. [W1138/R]

CLAUDE RYE urgently require all models, get our price first! H.P. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

WE pay £10 more for Lambretta; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Road, Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

LAMBRETTA SPARE PARTS

S. SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same day c.o.d.—314, Uxbridge Rd., W.5. Acton 5031-2. [C1121/R]

GEORGE GROSE, Ltd., 334, High Rd., N.13. RD. 2149. All spares & accs. c.o.d. service. [10355]

PALMER'S for Lambretta spares and service.—81, Stanley Rd., Teddington, Molesey 1646. [81003]

GENUINE Lambretta spares, 125/150; prompt c.o.d.—H. Malaby & Co., 144, Micklegate, York, 24017. [0075/R]

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green—Lambretta spares, accessories, service; rapid c.o.d.—Rodney 2181. [10683/R]

MOORES OF TOTENHAM for genuine Lambretta spares and accessories.—649-653, High Rd., Tottenham, N.17. Tel. Tottenham 2440. [0161/R]

GODFREY'S, Ltd., for special Lambretta service; spares, factory trained mechanics, all special tools; 7 depots in the London area.—See display advertisement. [81054/R]

ASTON AUTO MOTORS OF BIRMINGHAM—Complete range Lambretta spares and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3201-2. [0496/R]

LAMBRETTA SERVICE

ELEANOR MOTORS, 265, Mare St., Hackney, E.8. for sales, spares, service, repairs.—Ambers 5134/5923. [70512]

ELEANOR MOTORS (STADIUM)—East London's fully equipped service station, spares, repairs.—38-106, Lea Bridge Rd., Clapton, E.5. Ambers 6606. [10524]

MAICO

MAICO (GREAT BRITAIN), Ltd., 81a, Gloucester Rd., S.W.7. Tel. Fremantle 4510-9. Spares and workshops: 23, Astwood Mews, S.W.7. Tel. Fremantle 5519. Sole concessionaires U.K. for Maicojetta 247cc and 277cc super scooter and Maicomodel 197cc, totally enclosed. All spares from stock. [0602/R]

RON MCKENZIE, 961, Chester Rd., Stretford, Lancs. Sales service.—Longford 2100. [C1098]

GODFREY'S, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advertisement. [C1025/R]

SLOCUMBER OF NEASDEN!!! for your new Maico; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3353 (6 lines). [C1115]

CLAUDE RYE—Immediate delivery new Maicos. Choice of colours, terms.—895-921, Fulham Rd., London, S.W.6. Renova 6174. [C1105/R]

RANDOM SELECTION

- '54 B.S.A. G. Flash A.10, S/A £135 6
 - '55 B.S.A. Star Twin, S/A, bumpers. V. clean £145 0
 - '52 MATCHLESS 500, S/A, dual seat, panniers £90 0
 - '53 TERRIER Triumph 150 c.c., dual seat, good tyres £42 0
 - '54 NORTON Dominator 88, Featherbed £135 0
 - '55 A.J.S. 350 c.c., pannier frames. V. clean £145 0
 - '57 B.S.A. Road Rocket, red and chrome £190 0
 - '50 SCOTT Flying Squirrel, 596 c.c. £84 0
 - '58 B.S.A. Road Rocket, red and chrome, extras £235 0
 - '54 TRIUMPH Terrier, 150 c.c. Clean £48 0
 - '52 AMBASSADOR 197 c.c., 2-stroke. Nice cond. £30 0
 - '49 B.S.A. Star Twin, spring frame, dual seat. V. clean £45 0
 - '47 VELOCETTE 350 c.c. O.H.C., S/A £89 10
 - '54 VELOCETTE LE 200, fullest equipment £38 0
 - '50 VELOCETTE MAC 350 c.c. £46 0
 - '51 MATCHLESS 350 c.c., S/A, dual seat, tank cover. Ex. cond. £89 10
 - '55 TRIUMPH Tiger Cub, dual seat, complete. Clean £79 0
 - '58 MATCHLESS Sports 600, low mileage. As new £245 0
 - '56 DOUGLAS Dragonfly, black and chrome £128 0
 - '54 TRIUMPH Tiger 100, Avon Fairing. V. clean £178 0
 - '57 B.S.A. 350 c.c. G. Star, Clubmans Spec. 5-gallon alloy tank, speedo, rev. counter, 190 mm. f/brake £290 0
 - '55 B.S.A. B33 500 c.c., S/A, Avon fairing £145 0
 - '57 ZUNDAPP 2005. Clean £90 0
 - '57 GREEVES 250 Twin. As new £158 0
- (£3 Deposit reserves any of the above.)

SPECIAL DISPLAY

Kindly loaned by NORTON MOTORS including 66 T.T. replicas and Gold Medals.
Various Norton machines of special interest.

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Station: SURDITON—15 minutes from Waterloo.
Open 9 a.m. till 7 p.m. Saturdays: 9 a.m. till 6 p.m.
Telephone: EMBERBROOK 5531 (6 lines)

MAICO

EARLY deliveries of these models are usually possible if you order now through Nick Lancaster.—53, Whitgate Drive, Blackpool. Tel. 34780. [0147]

EAST HILL MOTORS, Ltd., for your new Maicojetta or Maico Model; immediate delivery from stock; demonstration models available. TERMS and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyke 5651. [0058]

MATCHLESS

MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [0108/R]

INSPECT our outstanding bargains, list free.—E.S. Motors, 525, High Rd., Chiswick, W.4. [C1081]

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

1957 Matchless G9 500 twin with many extras, 5,000 miles only and as brand new; £199.

1956 Matchless G9 500 twin, 5,780 miles only, many extras; £169.

1957 Matchless G3L 350, s/arm, 3,200 miles and as new; £159.

1956 Matchless G3L 350, s/arm; £139.

1952 Matchless G9 500 twin, springer; £129.

1949 Matchless G3L 350 at £29.—Brixton 5555. Terms and exchanges. [C1122]

ARCHERS OF ALDERSHOT for Matchless, etc., spares and service.—Victoria Rd., Tel. 323. [0363/R]

SLOCUMBER OF NEASDEN!!! for your new Matchless; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (6 lines). [C1115]

WHITBY'S OF ACTON.—New models in stock; exchanges, h.p. spares.—265-275, Acton Vt. Rd., Acton, W.3. Ebe. 5355 (Showrooms); Ebe. 6755 (Spares). [C1128/R]

1955 G9, Avon Fairing, and Watsonian Avon sports s.c. on 1950 springs and brake changes, mechanic owned, good cond.; £200.—Camberwell, Tel. Mr. Bridger, Ian. 2020 (Ext. 19). 9-5. [0462]

MEETINGS for Matchless, new G2 ohv 250, 1959, for immediate delivery; the wonder machine of the year; £67/12 deposit and 24 monthly rentals of £6/12 by h.p.; fairest exchanges.—Meetings for Matchless, Shannon Corner, New Malden, Surrey. [C1203]

MATCHLESS WANTED

R. ROWLAND SMITH'S, the Matchless buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GEORGE CLARKE pay most for Matchless.—278, Brixton Hill, S.W.2. [W1019]

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R]

CLAUDE RYE urgently require all models; get our price first! H.P. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

WE pay £10 more for Matchless; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1089]

MATCHLESS SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% Matchless spares.

C.O.D. and exchange service.

340 Footscray Rd., New Eltham, S.E.9. Eltham 1373. [0176/R]

CLAUDE RYE, Ltd.—Matchless spares specialists.—895-921, Fulham Rd., S.W.6. Renova 6174. [81105/R]

100% service c.o.d. and trade.—E. R. Fisher Motors, 1852, Bath Rd., Hounslow, Middx. [81165]

CLAUDE RYE, Ltd.—Large stocks a spares for post-war and ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renova 6174. [81105/R]

OSGOOD & COATES, Ltd.—Matchless specialists; spares and repairs.—761-5, Old Kent Rd., London, S.E.15. New Cross 0518. [81099]

GUS KURN.—Genuine Matchless spares stockists.—275, Clapham Rd., S.W.9. Brixton 5504 and 5435. Prompt c.o.d. by return service. [0133/R]

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green—Matchless and Burman spares and service; rapid c.o.d.—Rodney 2191. [0894/R]

KAYS OF KALING, Ltd.—Matchless spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Kaling, W.5. Rai. 2367. [81075/R]

PUTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 0897. [81138/R]

C.O.D. and service units, £10,000 spares in stock.—Ripley, 64-74, Godstone Rd., Whyteleafe, Surrey. Upl. 7095 and 559-565. [81162/R]

GODFREY'S, Ltd.—Matchless and Burman spares stockists; c.o.d.—239-271, Neasden Lane, N.W.10. Gladstone 3353 (6 lines). [C1115]

OPEN DAILY: 1 a.m. to 2 a.m. SUNDAYS 10 a.m. to 2 a.m.

BELL CLOSE, LEIGHTON BUZZARD, BEDS
Telephone: Leighton Buzzard 2491-2-3
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MOTOR CYCLES, etc.

AT Highbury

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on all used machines advertised

NEW MOTORCYCLES AT REDUCED PRICES

	Old Price	Our Price
B.S.A. "Dandy" 70 c.c. Scooter	£175 11 4	£175 0 0
VERBA, 150 c.c. blue, speed booster	£172 17 6	£150 0 0
JAMES Comet, 98 c.c., 3-speed, foot-change	£98 11 1	£85 0 0
B.S.A. D1, 125 c.c., battery lighting	£106 13 10	£95 10 0
B.S.A. D1, 125 c.c., direct lighting	£102 5 11	£85 10 0
B.S.A. D2, 150 c.c., dual seat, swinging arm	£112 10 6	£109 10 0
JAMES Commodore, 250 c.c. d/seat, alarm	£173 12 8	£150 10 0
ARIEL NT, 250 c.c. dual seat, swinging arm	£224 4 8	£210 0 0
ROYAL ENFIELD, 250 c.c. "Clipper" dual seat, swinging arm	£198 5 9	£155 0 0

NEW MACHINES FOR IMMEDIATE DELIVERY

TRIUMPH T110 Sports 650 c.c. Twin, d/seat, p. stand	£267 1 0
TRIUMPH CT "Thunderbird" 650 c.c. Twin, prop. stand, dual seat	£260 17 4
TRIUMPH T20, 350 c.c. "Tiger Cub", popular 4-stroke lightweight	£159 8 8
B.S.A. A10, 650 c.c. alarm, biggie, dual seat, etc.	£265 8 8
B.S.A. M21, 650 c.c. R.V., sprung frame, new trim	£211 10 11
B.S.A. B51, 500 c.c., polythene frame, dual seat, swinging arm	£235 14 10
B.S.A. C15, 250 c.c., dual seat, swinging arm	£167 7 8
B.S.A. D8, 175 c.c., dual seat, swinging arm	£127 4 11
ARIEL FH 650 c.c. Twin Sports, red and black	£270 0 0
ARIEL FH 650 c.c. Twin, standard	£270 0 0
FRANCIS-BARNETT "Light Cruiser", 175 c.c.	£186 14 0
JAMES Cavalier, 175 c.c.	£149 14 0
JAMES Captain, 197 c.c.	£154 11 10

THIS WEEK'S SPECIAL BARGAIN

1956 A.S. "Petite", 250 c.c. de Luxe model, spare wheel, flashing indicators, low mileage, first-class condition	£250 0 0
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USED COMBINATIONS

1958 A.S. Mod. 250 c.c. Twin with 1956 Watsonian Acrid full-door single-seater motor, excellent condition	£220 10 0
1958 B.S.A. A10, dual seat, sprung frame, with Watsonian Monarch sidecar, on sprung chassis, brake second, with large two-seater sidecar, on immediate outfit	£230 10 0
1951 B.S.A. M21, 650 c.c. R.V. with large Bunsar two-seater sidecar, a real midget	£149 10 0
	£130 10 0

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LONDON SOLE DISTRIBUTORS FOR ALL MODELS—4-seater Harrier Falcon, coupe, or 5 cwt. Van. All £5 annual road tax. Read for catalogue.
SPARE PARTS and ACCESSORIES—largest stock in England. Over the counter, or special C.O.D. service.

For customers outside London—our Mail Order Department will deal with your enquiry, and get your selected machine to you with a minimum of delay.
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E S ES MOTORS, Ltd., 100% Royal Enfield specialists. LARGE stock of genuine Royal Enfield spares for all post-war and ex-W.D. models; per return c.o.d. service; trade supplied.
ES MOTORS, Ltd., 325, High Rd., W.4. Chl. 2246 (81081/R)

O'NEILL BROS. Ltd.—All post-war spares in stock, also Albion, Amal, Lucas, full postal service; trade supplied.—The Broadway, N.W.9. Hendon 6529. (81179)

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—Royal Enfield post-war spares and ex-W.D. models; rapid C.O.D.—Rodney 2161. (10265/R)

CLAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models, list free of Model C—895-921, Fulham Rd., S.W.6. Renown 6174. (81105/R)

CLAUDE RYE, Ltd., Enfield specialist, comprehensive range of c.d.—895-921, Fulham Rd., London, S.W.1. Renown 6174. (81105/R)

KAY'S OF EALING, Ltd., Royal Enfield spare parts stockists; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.3. Eal. 2397. (C1075/R)

YOUNG'S—1,000,000 spares stocked, all models 1940-1956, prompt despatch; special price lists 125 WORK, 350 and 650 W.D. free—20-32, Tooting Bec Rd., London, S.W.17. Tel. 7791. (81194/R)

RUDGE SPARE PARTS

RUDGE Spares Service now controlled by Godfrey. Order parts for all models from 206, Gt. Portland St., W.1. Eus. 4532. (81052/R)

SCOTT

SCOTT 1947, new tyres, battery, really good; £60—Carr. 5, Garnet Rd., N.W.3. Fri. 9579. (8455)

1934 model Scott, Reynolds special, rear spring offers.—P. Brennan, 14, Roundhouse Ave., Whalley, Wigan. (8460)

SCOTT, 1958, spring frame models, £298, delivery from stock, catalogue free, spares and repairs for all years; instruction book 5/6; spares list 1/6; 1958 demonstration model, £260; a/b Scotts wanted, exchange or cash.—Geoff Milnes, the official works service depot, 74, Dewsbury Rd., Leeds, 11. Tel. 22309. (10017)

SUN

K.V.P. MOTORS, Ltd.—Glen scooter in stock; terms: 10 spares.—Central Parade, Gunnersbury Lane, W.3. Acorn 6005. (C1068)

SUNBEAM

S7 1950, carefully maintained; £70.—Searle, Ltd., 14, Bridge Rd., Chertsey, Tel. 2589. (8407)

INSPECT our outstanding bargains, list free.—E.S. Motors, 325, High Rd., Chiswick, W.4. (C1051)

79s.—Sunbeam twin, 1951, 500cc ohv 88, dual seat; choice 2; terms, exchanges; list; open 9-7 week-days and Saturdays.—Newland Smith, Harnett Rd. (Tube), N.W.3. Ham. 6041. (C1114)

SUNBEAM WANTED

R ROWLAND SMITH'S, the Sunbeam buyers.—Hamstead High St., London, N.W.3. Ham. 6041. (W1114/R)

GEORGE CLARKE pay most for Sunbeam.—278, Brinkon Hill, S.W.2. Tulse Hill 2211. (W1019)

PRIDE & CLARKE—Biggest demand, highest prices.—158, Stockwell Rd., S.W.5. Tel. Brinkon 6251. (W1080/R)

WE pay £10 more for Sunbeam; H.P. accounts settled, cash balance immediately: we pay your fare home—Ride it to Kingsway Motors, 26-30, Caversham Road, Reading. Open 9 a.m. to 5 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. (W1039)

SUNBEAM SPARE PARTS

S SUNBEAM deserves the finest spares, exchange, replacement or repair service that exists: Lucas spares and exchange units; Amal spares, etc., from stock; 24-hour c.o.d. service; illustrated spares list 6/- post free; Sunbeam repairs our speciality; you get the best and it costs no more, from **NAYLOR & ROOFT** Ltd., Motor Cycle House, 25, East Hill, S.W.18. Battersea 2253. (81080/R)

HUMPHREYS, official Sunbeam spares stockists, for post-war models, c.o.d.—132, Hampstead Rd., N.W.1. Eus. 6536 Close Thursday 1 p.m. (81054/R)

MILLARS MOTORS (MITCHAM) Ltd., official Sunbeam spares stockists and distributors.—12-13, London Rd., Mitcham, Tel. 6659. (81116/R)

B BICKETT OF ELTHAM, official stockists of post-war Sunbeam spares for the south-east, 25, Courtyard, Eltham, S.E.9. Tel. Elt. 2008 and 4940. (81054/R)

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All Genuine Reductions and a Small Deposit
Reserves Any Machine.

**YOUR EXTRA SAFEGUARD
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on all used machines advertised

1957 TRIUMPH, 6T, 650 c.c. Thunderbird Twin, swinging arm, dual seat, Brown and black	£195
1957 B.S.A., A7, 500 c.c. Twin, swinging arm, dual seat, maroon and chrome	£170
1957 FRANCIS-BARNETT, "Crusher 98", 250 c.c., swinging arm, dual seat, panthers, chrome tank	£135
1957 JAMES, "Commodore", 250 c.c., swinging arm, dual seat, immediate grey and blue	£130
1957 TRIUMPH, Tiger Cub, 250 c.c., swinging arm, dual seat, windshield, heavily motor	£115
1957 MATCHLESS, G608, 250 c.c. O.H.V., swinging arm, dual seat	£112
1956 FRANCIS-BARNETT, 225 c.c. Crusier, swinging arm, dual seat	£105
1956 FRANCIS-BARNETT, Falcon, 197 c.c., swinging arm, dual seat, panther, carrier, one owner	£95
1956 SUNBEAM, 57, 500 c.c. O.H.V. Twin, shaft drive, sprung frame, pillion, new tyres, mint green finish	£88
1954 B.S.A., C110, 250 c.c. O.H.V., spring frame, dual seat, maroon and chrome	£70
1956 ARIEL Cub, 250 c.c., spring frame, dual seat, Good condition	£70
1953 VELOCETTE, L.E., 250 c.c. Silent Twin, swinging arm, pillion, panthers, 2-tone finish	£60
1956 D.M.W., 197 c.c. Villiers engine, swinging arm, dual seat, grey finish	£60
1956 EXCELSIOR Concert, 98 c.c., spring frame, legholders, windshield, good appearance. Economical	£45
1956 EXCELSIOR Concert, 98 c.c., with panther boxes	£35

1955 (Dee) B.S.A., A19, 550 c.c. Twin, spring frame, dual seat with Bunsar double adult sidecar, sprung chassis with brake. An ideal family outfit £250 || 1955 SUNBEAM, 98, 500 c.c. O.H.V. Twin, shaft drive, sprung frame, dual seat, with large Bunsar Adult 2-seater sidecar, dual seat, brake wheel, matching grey finish. A very impressive combination | £225 |
1955 TRIUMPH Tiger 150, 500 c.c. Twin, swinging arm, dual seat, Avon fitting, with 1957 Watsonian Acrid single seater sidecar. Full disc. Matching finish	£210
1955 HORTON, 185, 600 c.c. O.H.V., swinging arm, dual seat, windshield with Watsonian Avon sports sidecar	£165
1955 B.S.A., A7, 500 c.c. Twin, spring frame, dual seat with child seat sidecar	£80
1949 MATCHLESS, G40, 250 c.c. O.H.V. and Garrow single seater sidecar	£70

IMMEDIATE HIRE PURCHASE TERMS, 1/3RD DEPOSIT, BALANCE OVER TWO YEARS

1957 DAYTON Abolition, 225 c.c. Immediate 2-tone finish with windshield, panthers and carrier	£165
1957 B.S.U. Prima, 150 c.c. electric starter, maroon finish, windshield, spare wheel and carrier. Very smart	£165
1957 T.W.S. Condor, 250 c.c., electric starter, windshield, etc.	£140
1957 TERRY, 155 c.c., 3-speed Frontmaster panthers, windshield, panthers, spare wheel, only 1,000 miles. As brand new	£100
1955 LAMBERTA, L.D., 150 c.c. 2-tone finish, windshield	£50

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GODFREY, Ltd.—87 and 88 Sunbeam spares stockists, c.o.d.—226-234, London Rd., Croydon. Cro. 9641; 208, Great Portland St., W.1. Bus. 4632; 418, Romford Rd., Forest Gate, E.7. Gra. 1254. (61052/R)

WILL LORD (Sunbeam specialists) for all your Sunbeam spares: pre- and post-war; c.o.d. or quotation by return, complete overhauls promptly executed by works trained mechanics; trade supplied.—115, Blackburn St., Radcliffe, Lancs. Tel. Rad. 2022. (0532/R)

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24-hour c.o.d. service on all Sunbeam 87 and 88 spares and exchange replacement units stockists; also for Amal, Lucas and Smiths speedos. Don't be off the road, contact us first.—Coventry Motor Mart, Ltd., Postal Department, 7, 96, London Rd., Coventry. Tel. 6146-7. (0066/R)

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BADGER—1958 Norman springer, 98 engine: £109/10.

BADGER GARAGES, Blandford, Dorset. Tel. 615. (C1168)

COULSDON MOTOR CYCLES offer:—

1957 Matchless 500cc Scrambler, 680CS; £159.—508, Brighton Rd., Coulsdon, Surrey. Uplands 7897. (C1011)

COMERFORDS for trials and scramble machines: delivery from stock. Greeves, Ariel, Norman, B.S.A. Dol. good s.b. models bought for cash; deal with the recognised competition specialists.—Portsmouth Rd., Thames Ditton, Esherbrook 5551. (C1006)

115 ens.—D.O.T., late 1956, 197cc TDH4, swinging arm, Kariis front forks, 4-speeds, electric lighting, one careful owner; to-day's price about £190; terms, exchanges; list; open 9-7 week-days and Saturdays.—Soyland Smith, Hemstead (Tube), W.5. Ham. 6041. (C1114)

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W sell, service and repair Triumph and no other make, by specialising we offer the finest Triumph service; part exchange and terms arranged.—Harrova, 27, South Lambeth Rd., S.W.8. Mr. Vauxhall Station Tel. 6661. (0058/R)

A WHITBYS OF ACTON—Biggest dealers in the Home Counties for Triumphs; immediate delivery, h.p. exchanges.—273, Acton Vale, London, W.3. She. 5855. (C1128/R)

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A LLAN JEFFERIES for expert attention.—120, Saltaire Rd., Shipley 54271. (C1067/R)

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R OWLAND SMITH'S, the Triumph buyers.—Hamstead High St., London, N.W.3. Ham. 6041. (W1114/R)

SMITH'S, 86, Chalk Farm Rd., N.W.1. (W1114/R)

PRIDE & CLARKE—Biggest demand, highest prices.—156, Stockwell Rd., S.W.3. Tel. Brixton 6251. (W1098/R)

TRIUMPH wanted for cash, 1954-1958; please write units to—30, Diamond Rd., South Ruislip, Middx. (8473)

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LANBETTA, 1957, 125 c.c., with pillion seat, rear carrier, windshield, etc., blue and grey. Model D.	£80
DOUGLAS, 1956, 125 c.c. Vespa 4212 with dual seat, windshield, spare wheel and rear carrier.	£90
ZUNDAPP, 1955, 150 c.c. Bella, 4-speed gear, rear carrier, windshield, colour light blue.	£90
LANBETTA, 1956, 150 c.c. LD, with pillion seat, rear carrier, windshield, spare wheel, etc.	£100
LANBETTA, 1957, 150 c.c. LD, with pillion seat, rear carrier, windshield and spare wheel.	£100
DOUGLAS, 1957, 125 c.c. Ultra, complete with windshield, carrier, spare wheel, front pannier bag.	£110

HIRE PURCHASE TERMS

All machines listed here are for 1/3 Deposit
balance payable over 12, 18 or 24 months

VESPA, 1956 (Sept.), 150 c.c. Gran Sport, 4-speed gear, low mileage, colour silver grey.	£110
LANBETTA, 1957, LD Mk. III, with pillion seat, windshield, carrier, spare wheel. Choice of four.	£120
S.S.U., 1956, Prima 150 c.c., 3-speed, with windshield, carrier, spare wheel and electric starter.	£130
ZUNDAPP, 1956, Bella 200 c.c., 4-speed, dual seat, windshield, carrier, electric starter, red.	£130
ZUNDAPP, 1957, Bella 150 c.c., 4-speed, dual seat, windshield, rear carrier, electric starter.	£145
S.S.U., 1957, Prima 150 c.c., 3-speed, with pillion seat, windshield, carrier, electric starter.	£145
ZUNDAPP, 1957, Bella 200 c.c., 4-speed, with dual seat, windshield, etc., electric starter.	£145
DAYTON, 1957, Albatross 225 c.c., 4-speed with dual seat, windshield, carrier, etc., colour black.	£145
DURKOFF, 1956, Diana 200 c.c., 4-speed, pillion seat, windshield, electric starter and kickstarter.	£150
D.K.R., 1956, Delfant 200 c.c., 4-speed, dual seat, electric starter, carrier, only 1,000 miles.	£160
T.W.R., 1957, Costanza 200 c.c., 4-speed, dual seat, windshield, rear carrier and spare wheel.	£160
DURKOFF, 1955, Diana 200 c.c., 4-speed, with rear carrier, electric starter, etc., colour maroon.	£170

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LANBETTA, 1956, 150 c.c. LD Mk. III, pillion seat, windshield, with Surrey Rambler, low mileage.	£170

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A.L., 1954, 350 c.c. Petite 3-wheeler, already taxed (40 per year), colour blue. Very nice condition.	£190

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GATEHOUSE MOTORS, Ltd., 100% Triumph spare stockists; c.o.d.; immediate attention, -156, Archway Rd., Highgate, N.6. Pittroy 1666. [£1055/R]

F. FREEMAN, Ltd., 100% Triumph spare stockists; c.o.d.; immediate delivery, -94, Hammersmith Bridge Rd., W.6. Tel. Riverside 2267. [0594/R]

POLLINS MOTOR CYCLES, Largest Triumph spares stockists; c.o.d. service; open Sundays 9 to 12, -84, Lordship Lane, E.8.22. For. 2514. [0512/R]

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KAYS OF EALING, Ltd., Triumph spare parts stockists. Trade supplied, quotations or c.o.d. by return, -8-10, Bond St., Ealing, W.5. Eal. 2357. [£1075/R]

LIGHTFOOT MOTOR CYCLES for Triumph spares and repairs; exchange parts service; s.a. list, -165, High St., Fotters Bar, Middlesex. Fotters Bar 5129. [£1135/R]

POTNEY AUTOS, Genuine spares for post-war models, -24th, c.o.d. service; tremendous range in stock, -265, Putney Bridge Rd., S.W.15. Putney 6887. [£1135/R]

ELITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200. Vast range of Triumph spares. Call or send c.o.d. [£1105/R]

BRACKFOLDS, Triumph spares from stock; prompt c.o.d. service from London's largest stockists, -Tel. For. 2585. Call or write 228, Stanstead Rd., Forest Hill, S.E.23. [0502/R]

GODFREY'S, Ltd., Triumph spares specialists; c.o.d. -225-234, London Rd., Croydon, Cro. 3641-5, 208, Great Portland St., W.1. Bus. 4632-4; and 415, Romford Rd., Forest Gate, E.7. Gra. 1234-5; 220, Barking Rd., East Ham, Gra. 8088. [£1052/R]

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ROWLAND SMITH'S for Velocettes.

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205 c.c.s. - Velocette July 1957 Venom special, almost brand new, costs about £500.

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39 c.c.s. - Velocette twin, 1951, 192cc, extra, very good condition; terms, exchanges; list open 9-7 week-days and Saturdays. - Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

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GODFREY'S, Ltd., all models, all depots; see display advertisement. [C1052/R]

HUMPHREYS - Velocette sales, spares and service; new machines in stock for immediate delivery.

HUMPHREYS, Ltd., 122, Hampstead Rd., N.W.1. (Continuation Tottenham Court Rd.) Euston 3528. Close Thursday 1 p.m. [C1058/R]

A. H. TOOLEY Velocette specialists, Station Garage, Lee, S.E.12 (opposite Lee Station). Tel. Lee Green 2574. [0040/R]

1956 MAC Velocette, fitted with Avon Pairing, panniers, tank cover, 11,000 miles; £150. - Horwood, 529, Cowley Rd., Oxford. [1972]

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S.E.A., 1950, Rantam, 125 c.c. 2-stroke, 3-speed.	£25
PARTNER, 1951, Model 70, 250 c.c. O.H.V., telescopic, dual seat.	£25
ZUNDAPP, 1957, Combinette, 49 c.c. 2-speed. Choice others.	£25
A.L., 1957, Super Quickly, 49 c.c. 2-speed, sepr. de Luxe.	£25
S.E.A., 1953, LH 150 c.c. sepr. 3-speed, telescopic.	£25
ARIEL, 1951, NH 300 c.c. O.H.V. telescopic, panniers, pillion.	£25
TRIUMPH, 1959, ST 350 c.c. O.H.V. twin, telescopic, dual seat.	£25
MATCHLESS, 1950, G8, 500 c.c. O.H.V., telescopic, dual seat.	£25
VELOCETTE, 1954, LH 200 c.c. S.V. water-cooled Twin.	£25
JAMES, 1950, Captain 300 c.c. 2-stroke, alarm, sepr. Nice.	£25
S.E.A., 1950, C110, 200 c.c. O.H.V., 4-speed, low mileage.	£25
JAMES, 1956, Colonel 225 c.c. 2-stroke, alarm, sepr.	£25
A.J.S., 1953, 1638 125 c.c. O.H.V. alarm, sepr. telescopic.	£25
TRIUMPH, 1951, ST 500 c.c. O.H.V. Twin, sepr. hub, telescopic.	£25
BORTON, 1953, E50, 500 c.c. O.H.V. alarm, sepr. telescopic.	£25
TRIUMPH, 1951, T100, 500 c.c. O.H.V. Twin, sepr. hub, telescopic.	£25
JAMES, 1957, Colonel 225 c.c. 2-stroke, low mileage. Extra.	£25

HIRE PURCHASE TERMS

All machines listed here are for 1/3 Deposit,
balance payable over 12, 18 or 24 months.

F. BARNETT, 1957, Cruiser 225 c.c. 2-stroke, panniers.	£110
TRIUMPH, 1954, CT 500 c.c. O.H.V. Twin, sepr. hub, panna.	£120
JAMES, 1957, Commodore, 250 c.c. alarm, sepr. As new.	£120
ARIEL, 1956, KH 500 c.c. O.H.V. alarm, sepr. Choice of 3.	£120
S.E.A., 1950, R31, 300 c.c. O.H.V., alarm, sepr. panniers.	£120
TRIUMPH, 1955, ST 500 c.c. O.H.V. Twin, alarm, sepr. As new.	£120
BORTON, 1954, E5, 500 c.c. O.H.V. Twin de Luxe. Good cond.	£120
A.J.S., 1953, Model 20, 500 c.c. O.H.V. Twin, alarm, sepr.	£120
ARIEL, 1957, VH 500 c.c. O.H.V. fast single, alarm, sepr.	£120
MATCHLESS, 1954, G9, 500 c.c. O.H.V. Twin, Avon fairing.	£120
TRIUMPH, 1956, ST 500 c.c. O.H.V. Twin, alarm, sepr.	£120
MATCHLESS, 1957, G31A 500 c.c. O.H.V. alarm, sepr. As new.	£120
S.E.A., 1950, AT, 500 c.c. O.H.V. Twin, alarm, sepr. Extra.	£120
TRIUMPH, 1955, T100, 500 c.c. O.H.V. Sports Twin, s/s, sepr.	£120
VELOCETTE, 1957, M58 500 c.c. O.H.V. alarm, sepr. As new.	£120
ARIEL, 1957, VH 500 c.c. O.H.V. Sports single, good cond.	£120
S.E.A., 1956, Gold Star 500 c.c. O.H.V. road specification.	£120
A.J.S., 1952, Model 20, 500 c.c. O.H.V. Twin, alarm, sepr.	£120
TRIUMPH, 1957, CT 500 c.c. O.H.V. Twin, alarm, sepr. Nice.	£120
BORTON, 1952, E5, 500 c.c. O.H.V. Donkor de Luxe. As new.	£120
A.J.S., 1953, 158 500 c.c. O.H.V., alarm, sepr. As new.	£120
ARIEL, 1957, FH 500 c.c. O.H.V. Twin, alarm, sepr. 4,500 miles.	£120
MATCHLESS, 1954, G31A 500 c.c. O.H.V. alarm, sepr. fairing.	£120
TRIUMPH, 1957, ST 500 c.c. O.H.V. Twin, alarm, sepr.	£120
S.E.A., 1950, Gold Star 500 c.c. O.H.V. Clubman spec.	£120
TRIUMPH, 1957, T100, 500 c.c. O.H.V. Sports Tw., alarm, sepr.	£120
TRIUMPH, 1956, T110, 500 c.c. O.H.V. Sports Tw., Avon fairing.	£120
MATCHLESS, 1957, G20, 500 c.c. O.H.V. Twin, alarm, sepr.	£120
ARIEL, 1957, FH 500 c.c. O.H.V. Twin, alarm, sepr. s/s, sepr.	£120
A.J.S., 1957, 158 500 c.c. O.H.V. Twin, alarm, sepr. low mile.	£120
S.E.A., 1956, 500 c.c. O.H.V. Twin, alarm, sepr.	£120
TRIUMPH, 1957, ST 500 c.c. O.H.V. Avon fairing, 4,500 miles.	£120
MATCHLESS, 1957, G118 500 c.c. O.H.V. Sports Tw. Very fast.	£120
S.E.A., 1957, Gold Star 500 c.c. O.H.V. Clubman, 10,000 miles.	£120
TRIUMPH, 1957, T110, 500 c.c. O.H.V. Twin, alarm, sepr.	£120
BORTON, 1957, International 500 c.c. O.H.C., Avon fairing etc.	£120

CONSULTATIONS

S.E.A., 1951, Model M.31, 400 c.c. S.V., with Swallow Harvard saloon sidecar.	£120
S.E.A., 1952, Golden Flash 500 c.c. O.H.V. Twin, sepr., with Swallow Comet child-adult saloon sidecar.	£120
S.E.A., 1954, Model 20, 500 c.c. O.H.V. alarm, sepr.	£120
TRIUMPH, 1955, Thunderbird 500 c.c. Twin, alarm, with Canterbury Conqueror double-adult saloon sidecar.	£120
ARIEL, 1956, Hunstanton 500 c.c. Twin, fitted with Watsonian Avon sidecar.	£120

AND MANY OTHERS.

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PINKS OF HARROW for your new Velocette; immediate delivery. Valiant and LE; first-class exchanges; easiest terms.

PINKS OF HARROW for used Velocettes; first-class machines, thoroughly works-checked; 5 months' guarantee.—Station Rd., Harrow. Tel. 0044. [C1099]

COMERFORDS for Velocette; all models in stock for immediate delivery; 1,000 machines in stock.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]

SLOOMBERG OF NEASDEN!!! for your new Velocette; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3555-4 lines. [C1115]

RAPID MOTORS for all models and spares.—269, Haydon Rd., Wimbledon. Cherrywood 2202; and 70, Odestone Rd., Whiteale, Ebury, Uplands 0895. [C1162 R]

1956 LE, blue-ets, connoisseur's machine; £99/10; many other LEs; terms, exchanges.—Geoff Dodkin, 28, Queens Rd., Mortlake, S.W.14. Prospect 8779. [C1009]

1958 350 cbr, MAC, one owner, as new; £190; 1956 LE 200, as new; £179.—Pankhurst, 314, King St., Hammersmith; open 8 p.m. every evening. Riv. 1301. [C1136]

VELOCETTE WANTED

ROWLAND SMITH'S, the Velocette buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114 R]

WE pay £10 more for Velocette; H.P. accounts settled, cash balance immediately; we pay your fare home.—Hide it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 5 days. 2354 and 11 a.m. until 5 p.m. Tel. Reading 2257. [W1039]

VELOCETTE SPARE PARTS

ARCHERS, the Velo Pelos, for spares and service.—Victoria Rd., Aldershot. Tel. 523. [0367 R]

HUMPHREYS for LE spares and service;—122, Hampstead Rd., N.W.1. Euston 6536. Close Thursday 1 p.m. [81050 R]

C.O.D. 24 hours service, huge stocks of spares, all models.—Rapids, 250-269, Haydon Rd., Wimbledon, S.W.19. Cherrywood 2202-3. [81162 R]

GODFREYS, Ltd., Velocette spares stockists; c.o.d.—226-234, London Rd., Croydon. Cro. 3641. And 220, Barking Rd., E.E. Cra. 6086. [81052 R]

KAYS OF EALING, Ltd., Velocette spare parts stockists. Trade supplied, quotations c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 51075 R [81075 R]

PREMIER—Largest Velocette spares stock in the country; all models; 24-hour c.o.d. service.—Premier Motor Co., Aston Rd., B'ham. 6. Aston Cross 4291. [81100 R]

WEST END MOTORS, Ltd., for LE spares, trade and retail.—179, Upper Tooting Rd., S.W.17, and 171, High St., Peckham, S.E.15. Tel. Bal. 4231 and New X 5118-9. [0126 R]

STUCK for a Velo part? Have you tried Stevens, the country's largest stockists? Write, Phone or call and we'll help you immediately. It's not often that we're beaten; same day c.o.d. service—just say what you want and pay the postman when he comes.

L. STEVENS, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. She. 1154-5. [81151 R]

VILLIERS

YOUNG'S—Villiers specialists; comprehensive stocks; engines, gear boxes, spares and service exchange units for autocycles, motor cycles and industrial engines; immediate quotations and supplies.—20-32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [C1134 R]

MEETEN'S for Villiers, of course! If what you require is obtainable Meeten's will have it! New engines for farms, for industry, for motor and autocycles, service exchange engines of all types, rearing exchanges, magneto exchanges, crankshaft exchanges, etc., and, of course, all spares; try us when next you need really prompt attention, but do not forget we need your engine numbers; trade supplied.—Tel. Maiden 3110. Meeten's for Villiers, Shannon Corner, New Malden. [C1225 R]

VILLIERS SPARE PARTS

WATKINSON MOTORS, official stockists.—130, Stockwell Rd., S.W.9. Bri. 2838. [81174 R]

GEORGE GROSE, Ltd., 834, High Rd., N.12. Hil. 2149. All spares & c.o.d. service. [0355]

BRUCE LEWIN, Ltd., terrific stocks Villiers spares.—17, Harborough Rd., Leicester. Tel. 5280. [0025 R]

YOUNG'S—Villiers spares prompt despatch.—20-32, Tooting Bec Rd., London, S.W.17. Balham 7791. [81134 R]

OLIVERS OF TOTTENHAM for Villiers spares and service.—2, Bruce Grove, N.17. Tottenham 1975. [81033 R]

CLARK LAWRENCE, Villiers spares stockists.—407, High Rd., Finchley, N.12. Fin. 0091. [81044 R]

RALPH PRICE, of Woolwich, for Villiers spares and service.—77, Plumstead Rd., S.E.18. Wool. 3567. [0172 R]

CLAUDE RYE, Ltd., Villiers specialists; comprehensive range, c.o.d.—895-921, Fulham Rd., London, S.W.6. [81105 R]

GATEHOUSE MOTORS, Ltd., Villiers spares stockists; all parts c.o.d. by return.—196, Archway Rd., Highgate, N.6. Fitzroy 1666. [81055 R]

WHITBYS OF ACTON—All Villiers spares and exchange units.—263, Acton Vale, London, W.3. She. 6785. [81126 R]

CLAUDE RYE, Ltd., large stocks of Villiers spares for post-war and ex-W.D. models; s.a.s. quote by return.—895-921, Fulham Rd., S.W.6. Newcom 6174. [81105 R]

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O'NEILL Bros., Ltd.—Stock spares, exchange units for post-war engines and gear boxes, full postal service; trade supplied.—The Broadway, N.W.9. Hendon 9629. [81179]

MANCHESTER official spares stockists and repairers of all types Villiers engines, a/cycle and industrial.—Parkin, 437, City Rd., Manchester, 16. Tra. 0869. [0258 R]

DEPTFORD AUTOS, London's leading Villiers specialists, motor cycle and industrial engines, genuine spares and a/x units.—47-52, Deptford Bridge, Tel. Tideway 1597. [8346]

GODFREY'S, Ltd.—Villiers spares stockists.—226-234, London Rd., W. Croydon. Cro. 3641-2; 206, Great Portland St., W.1. Bus. 4632; 416, Romford Rd., Forest Gate. Gra. 1234. [81052 R]

MEETEN'S Shannon Corner, New Malden 3110 (on the Kingston By-Pass) for Britain's most comprehensive stock, genuine Villiers spares—every type available; trade supplied, full terms. [81203]

VINCENT

SPORTSMO OF SOUTHAL

1955 Series D, fitted Jet 50; £298.

70-72, The Green, Southall. Southall 6229. [C1062]

CONWAY MOTORS, Britain's largest Vincent specialists.

OFFER a few from their wide range of over 60 good second-hand Vincents, solos, combinations, 1,000s, 500s, streamlined and naked models, all serviced by works-trained mechanics, specialists in postal service, machines sent anywhere in U.K.

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1955 Vincent Black Shadow D, 14,000 miles, smart machine. £269.

1955 Vincent Rapide D, 12,000 miles, Avon Fairing, choice of three from £259.

1951 Vincent Black Shadow C, good all-round condition; £179.

1951 Vincent Comet C, good all-round condition; £89.

1949 Vincent Rapide C, good all-round single-seater sidcar, sprung wheel and brake.

ALSO a good selection of the following makes of second-hand sidecars with Vincent fittings.

WATSONIAN Avon and Ancon, Garrard 890s, and Grand Prix, Steib 8501, Goldknell Bullet, Swallow Jet 90.

CONWAY MOTORS, 301-307, Goldhawk Rd., Shepherd's Bush, W.12 (Sales). River 4672-3. [C1061]

1956 rebuilt Shadow; £209; terms.—Prospect [C1006]

INSPECT our outstanding bargains, list free.—E.S. I. Motors, 325, High Rd., Chiswick, W.4. [C1031]

1952 Rapide com. single, 20,000 miles; £175; 5515. [8446]

245ms.—Vincent, August, 1954, 966cc Shadow combination, Garrard sports, exceptional; terms, exchanges.—Rowland Smith, below.

95ms.—Vincent 1951 Comet, very good condition.

195ms.—Vincent, December, 1952, 966cc Shadow combination, excellent condition; choice 4 Vincent combis; free tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

DEEPROSE BROS., Ltd., England's fastest Vincent c.o.d. service, complete stock of post-war spares.—178-194, Brownhill Rd., Catford, S.E.6. Hil. 2888. [C1012]

HUMPHREYS for Vincent sales, spares and service; selection of used Vincents usually in stock.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3336. Close Thursdays 1 p.m. [C1058 R]

PRIVATE sale of 1950 C Rapide with modifications and extras, in excellent internal and external condition (cycle rebuilt '57, engine overhaul '58), riding clothing, taxed; £135.—Tel. Mal. 6543 (London). [8465]

1951 Vincent Black Shadow, Lightning mode, fitted, 1957 Garrard Grand Prix sidcar, also complete set Black Prince fairings for fitting; £225.—Merchant, 21, Weighton House, Marlborough Terr., Hull, Yorks. [8466]

VINCENT WANTED

ROWLAND SMITH'S, the Vincent buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114 R]

VINCENTS, Vincents Vincents.

WE want to buy Vincents! Bring them to:—

UNITY MOTORCYCLES, 1-3, Fulham High St., S.W.6. Newcom 5759. [0196 R]

GEORGE CLARKE pay most for Vincents.—279, Britton Hill, S.W.4. Tulse Hill 3211. [W1019]

HUMPHREYS, Ltd., require post-war Vincents for cash.—122, Hampstead Rd., N.W.1. Euston 3336. Close Thursday 1 p.m. [W1058 R]

POST Vincents urgently wanted for cash.—Roe Motors, Ltd., Regent St., Hinchley, Leics. Tel. Hinchley 566. [0036 R]

BUY WITH CONFIDENCE WE HAVE THE FINEST SELECTION of MOTORCYCLES, SCOOTERS & MOPEDS NEW AND SECONDHAND IN NORTH LONDON

A Varied Selection

HERBERT, 1956, 80 c.c. Moped, 1 owner	£35 10
BELLA, 1957, 150 c.c., self-starter, 1 owner	£129 10
BELLA, 1957, 200 c.c., self-starter, 1 owner	£149 10
B.S.A., 1957, 70 c.c. Dandy scooter, bargain	£49 10
B.S.A., 1957, 200 c.c. C12, alarm, d/seat, screen, etc.	£129 10
B.S.A., 1958, 250 c.c. C12, alarm, d/seat, 1 owner	£135 10
B.S.A., 1958, 300 c.c. B11, alarm, d/seat	£119 10
B.S.A., 1958, 500 c.c. B31, springer, d/seat	£27 10
B.S.A., 1958, 600 c.c. A10, alarm, d/seat	£145 10
DIANA, 1957, 200 c.c. self-starter, screen, carrier	£169 10
D.W. Hobbs, 70 c.c. screen, 1 owner, as new	£59 10
DOUGLAS, 1948, 350 c.c., alarm, d/seat, solo	£39 10
DOUGLAS, 1957, 350 c.c. Dragonfly, alarm, 1 owner	£135 10
ENFIELD, 1950/51, 150 c.c. Knight, pillion	£45 10
FRANCIS-BARNETT, 1957, 200 c.c. Crusier, alarm	£139 10
INDIAN, 1956, 250 c.c., alarm, d/seat, 1 owner	£79 10
JAMES, 1956, 150 c.c. Captain, alarm, d/seat	£59 10
LAMBRETTA, 1957, 150 c.c. B12, III, screen, sp/wheel	£135 10
NORMAN Nippy, 1957, 50 c.c. Moped, 1 owner, as new	£45 10
S.U. Prima, 1957, 150 c.c., self-starter, sp/wheel	£159 10
TRIUMPH, 1956, 300 c.c. Tiger Cub, exp., 4v-on wheels	£99 10
TRIUMPH, 1957, 300 c.c. Tiger Cub, alarm, d/seat	£119 10
T.W.H. Customs, 1958, 200 c.c., self-starter, as new	£189 10
VELOCETTE, 1956, 200 c.c. L8 Twin, screen, beauty	£59 10
VESPA, 1956, 150 c.c. B12/L8, screen, sp/wheel	£99 10
VICTORIA, 1957, 80 c.c. scooter, 1 owner, low mileage	£35 10
ZUNDAPP, 1950/51, 150 c.c. 2008, alarm, d/seat	£115 10

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1952 B.S.A. A7 Star Twin combination	£139
1956 MATCHLESS 600 c.c. G11 Twin cyl., c/bars	£189
1955 JAMES Captain 197 c.c., many extras	£69
1956 BELLA 150 c.c., 80 miles only, s/starter	£109
1955 B.S.A. C1G 250 c.c.	£89
1955 FRANCIS-BARNETT 197 c.c.	£79
1955 JAMES Captain K7	£79
1955 LAMBRETTA 150 c.c., carrier	£89
1949 TRIUMPH Tiger 100	£89
1955 ARIEL R. Hunter 350 c.c.	£139
1953 B.S.A. B31, spring frame	£99
1953 PARTNER M100 and C/A comb.	£139

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A. E. REYNOLDS, Ltd., urgently require good clean Vincenta, scooters and combinations, hire purchases settled.—Berry St., Liverpool. [W1108/R]

CONWAY MOTORS.—Good quality used Vincenta urgently required for cash; exchanges welcomed; agents for leading makes of motor cycles and cars. Before selling your Vincent—
DIAL RV 4872-3. 301-309, Goldhawk Rd. W.12. Riverside 4872-3. [W1081/R]

WE pay £10 more for Vincent; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 25-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237 [W1039]

VINCENT SPARE PARTS

A. E. REYNOLDS, Ltd., offer by return. Vincent spares service.—Berry St., Liverpool (Royal 1475). [B1108/R]

MILLARS MOTORS (MITCHAM), Ltd.—Vincent spares stockists and distributors.—363-5, London Rd., Mitcham. Tel. Mitcham 0829. [O131/R]

HUMPHREYS, Vincent spares stockists and distributors for Sd., London; c.o.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 6536. Close. Thursday 1 p.m. [B1058/R]

CONWAY MOTORS have the largest stock of Vincent post-war spares in the country; immediate attention to all post orders.—Conway Motors, Ltd., 301-309, Goldhawk Rd., W.12. Tel. (Spares) Riverside 5723. [B1021/R]

ROSS MOTORS, Ltd.—The Midland Vincent specialists, have the largest stock of Vincent spares in the Midlands; immediate attention to all orders; c.o.d. if desired.—Ross Motors Ltd., 10, Stockwell Head, Hinkley, Leics. Spares: Tel. Hinkley 541 and 550. [O142/R]

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VINTAGE Henderson, splendid condition, mechanical and general; licensed to Dec. 58.—Box 8206. 18454

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£45.—Wabo late 1957 98 Villiers Scooter, pillion, practically unworn tyres, very good condition, taxed.—Dilley, 874, Forest Rd., London, E.17. [C1030]

ZUNDAPP

COMERFORDS for Zundapp Combinette and Bella.—Forthampton Rd., Thurston, Duxford. [C1008]

WATKINSON MOTORS for immediate delivery; usual terms.—Stockwell Rd., S.W.9. Bri. 2838. [C1174/R]

1957 2018, Earles fork, delightful machine; £119.—Fankhurst, 514, King St., Hammonds. open 8 p.m. every week-day. Riv. 1401. [C1156]

CLAUDE RYE.—Immediate delivery Zundapp 2018; terms.—895-921, Fulham Rd., London, S.W.6. Renown 8174. [C1105/R]

ZUNDAPP BELLA

GODFREYS, Ltd., appointed dealers all depots.—See display advertisement. [C1052/R]

INSPECT our outstanding bargains, Hat free.—E.S. Motors, 525, High Rd., Chiswick, W.4. [C1031]

GIFFS OF SOUTH HARNOW.—Immediate delivery, 4 part exchange welcome.—368, Northold Rd., Bury. 2484. [C1065/R]

1957 150cc. red, perfect running condition, many extras; £135.—51, Colville Rd., E.11. 1427. [B477]

CLAUDE RYE.—Immediate delivery new Zundapp Bella; choice of colours; terms.—895-921, Fulham Rd., S.W.6. Renown 8174. [C1105/R]

SLOCOMBES OF NEASDEN!!! for your new Zundapp Bella, terms and exchange.—239-271, Neasden Lane, N.W.10. Oladstone 3355—8 lines. [C1115]

1955 Bella scooter 200cc, lovely condition, equipped, 490 choice of three.—Clarke, 560-562, Thorndon Heath, Terms. Tel. Tho. 4987. [C1165]

115 gns.—Zundapp Bella, 1957, 148cc Scooter, 4 speeds, electric starter, extras, small mileage; cost about £300; terms, exchange.—Rowland Smith, Below. [C1114]

95 gns.—Zundapp Bella, 1955 model, 200cc Scooter, 4 speeds, exceptional; cost about £300; free tax and insurance; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6031. [C1114]

WATKINSON MOTORS.—All models positively in stock; choice of colours; free tuition; exchanges welcomed, usual terms.—Stockwell Rd., S.W.9. Bri. 2838. [C1174/R]

ELITE MOTORS for your new Bella, every model for immediate delivery; spares, accessories and service.—891-941, Garsington Lane, Tooting Broadway, S.W.17, Balham 1200. [C1168/R]

ZUNDAPP BELLA WANTED

GEORGE CLARKE pay most for Bellas.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

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1956 D.M.W. 197cc Motocross, full lights; £99.

1958 Triumph 350cc 21, grand condition, one owner; £196.

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SEVERAL machines needing attention at knock-out prices; part exchange and hire purchase.—Wheeler Motors, 48-51, Waterloo Rd., Epsom. Tel. 4505. [C1131]

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You have read all about this wonderful new machine in this issue, and obviously you will be impatient to see it. We are the only dealers in the country with a model in stock, which we are specially reserving for DEMONSTRATION purposes to show you all the remarkable features and performance of this magnificent new machine.

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13 B.S.A., 500 c.c. A7 springer	£149 10
14 B.S.A., 500 c.c. O.H.V. B.31 springer	£139 10
15 ARIEL, 500 c.c. springer	£129 10
16 MATCHLESS, 500 c.c. O.H.V. G.H.8	£129 10
17 ZUNDAPP BELLA, 200 c.c.	£139 10
18 LAMBERTA, 150 c.c. LDB	£99 10
19 TRIUMPH Terrier, 150 c.c. springer	£59 10
20 ROYAL ENFIELD, 350 c.c. Model D	£59 10

COMBINATIONS

21 ARIEL, 650 c.c. Huntermaster Twin, fitted Watsonian	£299 10
22 ARIEL, 650 c.c. fitted 750 Watsonian D/A saloon	£299 10
23 TRIUMPH, 650 c.c. fitted 750 Watsonian saloon	£299 10
24 B.S.A. Golden Flash, fitted Watsonian Sports	£299 10
25 B.S.A., 600 c.c. M.21, fitted Canterbury C/A full door	£199 10
26 PANTHER, 600 c.c. O.H.V., fitted Garrard single	£109 10
27 B.S.A. 600 c.c. O.H.V., fitted Wals. C/A sal. s/cross	£59 10
28 BOSTON, 500 c.c. O.H.V., fitted Wals. C/A sal. s/cross	£59 10

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33 FORD Popular saloon, Reconditioned engine, Ratine	£279
34 FORD Consul saloon, Leather and heater	£450
35 FORD Prefect saloon, New engine	£299
36 FORD Prefect saloon, Reconditioned engine	£239
37 MORRIS Minor Convertible, Heater	£299
38 MORRIS Minor 2-door de luxe saloon, Heater	£429
39 RILEY 21-000 saloon, Heater	£449
40 STANDARD 10 de luxe saloon, heater, 1 owner	£429
41 STANDARD 14 saloon, New engine	£350
42 STANDARD 14 saloon, Heater, 1 owner	£419
43 FAIRHALL Cresta saloon, Radio and heater	£549
44 FAIRHALL Wyvern saloon, Heater	£529
45 B.M.W. Isotta 250 duo tone	£299
46 MERSEKSWITT KR200	£349
47 RELIANT Regal coupe, Excellent condition	£299

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237 BRIXTON HILL SW2 TUL 36645
HOURS OF BUSINESS 9 a.m.—6 p.m.

MOTOR CYCLES MISCELLANEOUS

HUMPHREYS.
HUMPHREYS.—New 1958 models, delivery from stock most leading makes; also a few new 1957 models still available at reduced prices.
HUMPHREYS.—1953 M.S.U. Quickly Standard, low mileage; £49.
HUMPHREYS.—1956 Malco-Mobil 200cc scooter, 1 mile; 500, to new; £182.
HUMPHREYS.—1956 Ariel 200 Colt, excellent condition; £112.
HUMPHREYS.—1956 Model Francis-Barnett Cruiser, 250cc, fairing, dual seat, leg shields, carrier, immaculate condition; £159.
HUMPHREYS.—1957 Peugeot 150cc scooter, spare wheel, carrier; £125.
HUMPHREYS.—1957 Royal Enfield 150cc, dual seat, leg shields; £69.
HUMPHREYS.—1956 Norton Dominator 96, excellent condition; £189.
HUMPHREYS.—1956 Zundapp Bella 200, carrier, screen; £149.
HUMPHREYS.—1956 Triumph Thunderbird with fairing and Steib adacar, excellent condition; £219.
HUMPHREYS.—1955 B.S.A. Bantam Major, screen, dual seat, etc.; £65.
HUMPHREYS.—1951 Triumph Tiger 100, s/a, panniers, super condition; £180.
HUMPHREYS.—1951 Vincent series C Rapide, ex condition; £159; another, 1950, £149.
HUMPHREYS.—New Sidecars delivered from stock, most models, Watsonian, Garrard, Swallow, etc.
HUMPHREYS offer a magnificent range of new and also used machines from £50 upwards, all available on easy h.p. terms; personal accident, sickness and unemployment insurance available if desired; exchange welcomed; your inspection invited; superb range of sidecars also available.
HUMPHREYS, Ltd., 116-122, Hampstead Rd., N.W.1 (cont. Tottenham Court Rd.). Tel. Euston 3526. Close Thursday 1 p.m. (C1056)

GATEHOUSE offer:

£149/10.—1955 Triumph 650cc T110, s/arm.
£139/10.—1955 Matchless 550cc, s/arm.
£129/10.—1955 B.S.A. 350cc B31, s/arm.
£125.—1957 Lambretta 150cc LDB Mk. III, extras.
£109/10.—1953 Matchless 550cc, s/arm.
£99/10.—1957 Excelsior 250cc Talisman, s/arm.
£89/10.—Ariel 500cc twin springer, extras.
£89/10.—1953 A.J.S. 350cc, s/arm.
£69/10.—1951 Sunbeam 500cc 98, in grey.
£65.—1954 Lambretta 125cc LD scooter.
h.p. terms, deposit one-third, balance over 12, 18, 24 months.
GATEHOUSE MOTORS, 196 & 8, Archway Rd., Highgate, N.6. Fittroy 1666, Monday-Saturday. (C1055)

KING'S OF OXFORD!

20 branches throughout Great Britain for real service! 5,000 modern used and over 2,000 new for immediate delivery on the easiest of easy terms—get all the gen. now—see display advert. on page 18.

KING'S OF OXFORD

NEW Rd., Oxford. (C1171)

GOODALLS OF EPSOM.

GOODALLS.—1957 James 250cc, 3,000 miles only, panniers; £130.
GOODALLS.—1955 B.S.A. 250cc C10, leg shields, good tyres; £75.
GOODALLS.—1957 Triumph Tiger Cub, one owner; £105.
GOODALLS MOTOR CYCLES, Ltd., 55, South St., Epsom, Tel. 3663. Open 9.30-7. (C1051)

BROOKERS NORTH LONDON.

A GRAND selection of 1958 models, including Lambretta scooters and R.S.U. Quickly, in stock.
A COMPREHENSIVE stock of good used combinations and solos; excellent h.p. facilities; all machines road tested.
A Queens Parade, Green Lanes, Hornsey, N.8. Tel. 2. Mountview C254, 2 mins. from Turnpike Lane Tube Station. A few doors from Queen's Head Hotel. (C1155, R)

DAWSON'S OF DERBY offer:—

1957 90cc Mercury Dolphin scooter; £48.
1954 650 Triumph Tiger 110 twin; £135.
1958 model 100 Velocette Valiant; £139.
1958 250 Sun Overlander twin, fairing, panniers, as new; £149.
1950 900 Vincent Rapide twin; £105.
1946 300 G80 Matchless; £39.
1956 250 model 65 Panther; £110.
1955 125 Francis-Barnett, blue; £49.
1939 350 Triumph Tiger 80, good runner; £19.
1955 35cc B.S.A. Winged Wheel, fitted to Triumph cycle, like new; £19.
EASIEST possible terms; write for details.

DAWSONS, Traffic St., Derby. Tel. 45932. (C1028)

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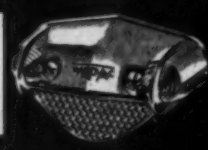
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FOR BUSINESS, FOR PLEASURE, IN FACT ANY PURPOSE FOR WHICH REALLY ECONOMICAL TRANSPORT IS REQUIRED, A SCOOTER, MOTOR CYCLE OR COMBINATION PROVIDES THE ONLY SOLUTION.

We will be pleased to furnish full detailed specification of our comprehensive stock of fully guaranteed combinations, Solos and Scooters, all at more than competitive prices.

NOW IS THE TIME TO BUY!

3 months' written guarantee on all used machines over £50

HERE IS A SMALL SELECTION OF OUR HUGE STOCK OF FULLY GUARANTEED BARGAINS

- SOLOS**
- 1957 B.N.W., 200 c.c., 250, Basler type forks, 8/4 rear suspension, full width hubs, lights alloy rims, Duplex engine frame, Avon fairing, 5,000 miles only. Finished in black store enamel. **100**
- 1957 HORTON Model 86, fitted Westlake fairing, carrier, crash bar, driving mirrors, spot lamp, taxed. Exceptional condition. **105**
- 1958 MOTO GUZZI 175 c.c., well constructed, tele, 8/4, dual seat, 800 miles only. **105**
- 1958 AMBASSADOR Supreme, 200 c.c. Twin, Avon fairing, full width hubs, 8/4, 2,000 miles only. Taxed. **140**
- 1957 ARIZEL, 200 c.c. Thunderbird, 8/4, low mileage. Immaculate condition throughout. **190**
- SCOOTERS**
- 1958 LAMBRETTA, 150 c.c. LUB, carrier, spare wheel, Kingfisher screen, low mileage, red and grey. **110**
- 1958 LAMBRETTA, 150 c.c. LD, carrier, slip-on bag screen, driving mirror, blue and grey. Taxed. **110**
- 1958 LAMBRETTA, 150 c.c. self starter, carrier, blue and grey, low mileage. Taxed. **110**

See the new DUNELLY scooter, a 3-seater for only £99.15.6. Wide choice of colour schemes available.

- 1958 PHOENIX, 150 c.c., carrier. Demonstration model **115**
- 1957 BELLA, 150 c.c., self starter, oyster grey, low mileage. Taxed. **130**
- 1957 BELLA, 150 c.c., self starter, carrier, oyster, taxed. Finished in Bella red. **130**
- 1958 BELLA, 200 c.c., 4-speed full change, screen, taxed. Bella red. **130**
- 1958 VESPA, 125 c.c., screen, carrier, oyster, fender, taxed. **70**
- 1958 VESPA, 125 c.c., screen, dual seat, carrier, spare wheel, taxed, blue and grey. **70**
- 1957 VESPA, 125 c.c., dual seat, driving mirror, seat, foot rest, taxed. **70**
- 1957 PIATTO, 125 c.c., screen, carrier, spare wheel. **50**
- 1957 ALBATROSS, 250 c.c., Motoland screen, carrier, taxed, black and chrome, 4,000 miles only. **110**

COMBINATIONS

- 1951 VINCENT Black Shadow, owned and kept by an enthusiast, 9,000 miles on the speedo, fitted with 1957 Swallow 3-beater alloy discolor on Veloc chassis with brake wheel. A superb outfit. **200**
- 1958 ARIZEL, Twin springer, dual seat, fitted with child-adult alloy discolor. Special offer. **90**
- 1957 B.S.A., 600 c.c. M31, springer, fitted with Walman Maxtols alloy discolor on V.G.21 chassis. Recommended. **105**
- 1953 MATCHLESS, Model Q90, fitted with D/A alloy discolor on V.G.21 chassis. An opportunity that must not be missed. **100**

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I value at £.....
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ADDRESS

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WILLESDEAN LANE, N.W.6

Close to Goumont State Cinema
HAIDA VALE 4944 Open 9-7, Sat. 9-8
Open Sundays 10-12 for inspection only
and at 773 HIGH RD., SEVEN KINGS, ESSEX

MOTOR CYCLES MISCELLANEOUS

HALLENS OF CAMBRIDGE, Ltd.

OFFER this week's selection of guaranteed used motor cycle bargains: '55 B.S.A. 250 C110 £69; '52 B.S.A. 350 B318 £95; '54 Excelsior 250 TT2 £69; '53 F. Barnett 197 F50 £65; '55 James 197 K7 £85; '57 James 197 K7 £105; '57 Matchless 500 C108 £179; '57 Matchless 600 G11 £210; '54 Norton 500 Dom. 7 £135; '57 Panther 250 M35 £135; '58 Sun 197 Wasp £115; '54 Tandem 197 Imp £62; '56 Triumph 500 T100 £105.

PLUS! Three only popular demonstration machines in "as new" condition: 1958 A.J.S. 600 20 £260; 1958 Matchless 600 C11 £260; 1958 Triumph 650 CT £260.

HALLENS OF CAMBRIDGE, Ltd., Hawthorn Way, Cambridge CB225. [C1059]

COULSDON MOTOR CYCLES offer:-

- 1954 Triumph Speed Twin; £139.
1956 Indian Brave, 250cc; £79/10.
1956 Lambretta 150cc and Surrey Rambler 4/8; £195.
1951 Sunbeam SA; £85.
1953 Tiger 1000; £129.
1958 A.J.S. 16MS 350cc; £185.
20 used a/c in stock, d/a, c/a and sports from £10; terms, exchanges; main James agents—206, Brighton Rd., Coulsdon, Surrey. Uplands 787. [C1031]

MAYBANK MOTOR CYCLES offer:-

- 1953 B.S.A. C11 springer, superb condition; £59/10.
1954 Triumph 5T, matching Midland fairing, new pipes and silencers, very nice machine; £119.
1936 Ariel 500cc Hunter with c/a s/a, good runner; £15.
TERMS, exchanges—S. Maybank Rd., South Woodford, E.16. Wantsted 1829. [C1142]

ASHBY'S OF STONEBRIDGE, Ltd., offer

FURTHER selection:-

- 1952 A.J.S. 500cc ohv, s/arm, 17,000 miles only; £79/10.
1954 B.S.A. 500cc Star Twin, springer; £99/10.
1956 Francis-Barnett Cruiser 75, 225cc, s/arm; £79/10.
1956 Matchless G11 Super Clubman's Twin, s/arm; £125.
1954 Norton 88 500cc twin Featherbed, s/arm; £129/10.
1957 Norton 90 600cc twin de luxe, as new; £199/10.
1955 Triumph Thunderbird 650cc twin, s/arm; £149/10.
1952 Triumph Thunderbird 650cc twin, s/hub; £99/10.
1953 Vincent Rapide G 990cc twin, springer; £159/10.
COMBINATIONS:-
1951 B.S.A. 600cc sv and Comet full-door c/a sal.; £29/10.
1950 B.S.A. 650cc twin, springer, and Streamline c/a; £79/10.
1953 Panther 600cc and Canterbury d/a sal.; £109/10.
1952 B.S.A. 500cc twin springer, and new Raven c/a sal.; £139/10.

SIDE CARS:-

- WATSONIAN Avon Sports and VO21 chassis; £35.
SWALLOW Vincent d/a. Velvet chassis; £50.
STEIB TR500 Super, hyd. brake, etc., black; £65.
STEIB 8200 Super, hyd. brake, etc., blue; £59.
BLACKNELL 1957 d/a Safety chassis, sprung and braked; as new, only £100.
VARIOUS bodies only from £5.

TERMS, exchanges,

OPEN 2 a.m. till 7 p.m.

ASHBY'S OF STONEBRIDGE, Ltd., 23, Hillside, Harrow Rd., Stonebridge, N.W.10. Elgar 4488. [C1074]

- 1958 Triumph Cub, 1,000 miles only; £129/10.—Below.
1954 A.J.S. 850cc springer, immaculate condition; £109/10.—Below.
1954 B.S.A. 850cc springer, immaculate condition; reconditioned; £109/10.—Below.
1957 B.S.A. 250c C12, immaculate condition, bargain; £109/10.—Below.
1957 Zundapp Bella 800cc, self-starter, 6,000 miles; £135.—Below.
BANKS, 62-64, Grand Parade, N.6. Sta. 0847. [C1168]

COMERFORDS for motor cycle bargains: 1,000 machines in stock; let us have your enquiry; we will quote you by return.—Portsmouth Rd., Farnham, Surrey, Lamb. 5551. [C1006]

G. K. RAE, Chiswick, offers a magnificent stock of over 100 carefully selected modern machines at real bargain prices on very easy terms, wonderful allowance on your old machine, established over 30 years and known for courtesy and honest dealing. Remember! Whether buying or selling it always pays you to call to-day on G. K. RAE.—Ask your Dad! G. K. RAE, 1, Great West Rd., Chiswick, W.6. Tel. Chiswick 2451. [C1107/8]

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THE SPECIALISTS FOR QUALITY MACHINES

All available on HIRE PURCHASE

SOLOS

- '58 B.S.A. 125 c.c. D1, sgr. £55
'58 TRIUMPH 350 c.c. 2T Twin, black. £59
'58 SUN 197 c.c., sgr., immaculate. £65
'58 B.S.A. 100 c.c. Bantam, sgr., battery lights. £65
'54 TRIUMPH 150 c.c. Terrier, sgr., immaculate. £69
'58 HORTON 600 c.c. D.H.V. 218. Very smart. £69
'54 DOT 197 c.c., s/arm, Trisla model. £79
'50 SUNBEAM 400 c.c. 88, shaft drive, sgr. £89
'58 HORTON 500 c.c. 802, sgr. £109
'57 B.S.A. 150 c.c. 133, s/arm. (Broken off S.) £109
'54 PANTHER 250 c.c., s/arm, sgr. £109
'58 JAMES 197 c.c., s/arm, Superb. £109
'58 F. BARNETT 255 c.c. Cruiser, engine o'boxed. £109
'58 B.S.A. 350 c.c. B31, sgr. £109
'58 SUNBEAM 300 c.c. 88, sgr., sgr. £125
'58 A.J.S. 600 c.c. Twin, sgr. £129
'58 A.J.S. 350 c.c., s/arm, sgr. £129
'54 ARIZEL 350 c.c., s/arm, sgr. £129
'58 MATCHLESS 600 c.c. 650 sgr., recent overhaul £129
'58 TRIUMPH 600 c.c. T100, sgr., sgr. £129
'57 JAMES 250 Commodore AMC eng., Avon fairing £129
'57 R. FIELD 350 c.c. Clipper, safety bar, etc. £139
'58 TRIUMPH 650 c.c. Thunderbird, s/hub. £145
'54 B.S.A. 350 c.c. A19, s/arm, to black. £149
'54 HORTON 500 c.c. Model 80 Featherbed. £149
'58 B.S.A. 350 c.c. Gold Star, sgr., alloy rims, etc. £149
'58 B.S.A. 350 c.c. M30, to sgr. specification. £149
'58 VICTORIA 300 c.c., swing electric gearbox. £169
'57 ARIZEL 350 c.c. NH, s/arm, sgr., immaculate £169
'58 AMBASSADOR 250 c.c. Twin, Avon fair, etc. £175
'57 ARIZEL 350 c.c. V11 with Avon streamliner. £175
'58 HORTON 600 c.c. Model 90, s/arm, immaculate £215
'57 A.J.S. 600 c.c. M30 Twin, s/arm. £215
'57 TRIUMPH 650 c.c. T60 Trophy, s/arm. £229

THIS WEEK'S SPECIAL BARGAIN
1949 600 c.c. Competition HORTON. In very fine condition. £200

CARS & 3-WHEELERS

- 1950 A.S. Petite, green one owner. £200 0
1950 AUSTIN A50, heater, etc., low mileage. £400 0
New STANDARD 8, black. £435 17
19467 WILLIAMS Min., black. £440 0
1954 FORD Popular, blue, recent engine. £450 0
1946 FORD Popular, black, 8,000 miles. £450 0
1955 G.A. FORD Prefect, enamel, immaculate. £445 0
1945 FORD Prefect, blue, 4,000 miles. One owner. £445 0
1946 STANDARD Vanguard blue, red, leathers. £505 0

COMBINATIONS

- '51 HORTON 600 c.c. s.v. and C/A sidecar. £290
'51 HORTON 600 c.c. s.v. and C/A sidecar. £290
'51 HORTON 600 c.c. s.v. and C/A sidecar. £290
'51 TRIUMPH 600 c.c. 8T, sgr., Wats. Asot s/a. £149
'51 B.S.A. 600 c.c. M31 and C/A sidecar. £105
'51 ARIZEL 1,000 c.c. 4, ohval, eng. and chassis. £115
'58 B.S.A. 600 c.c. c.h.v. and matching C/A sidecar. £165
'57 B.S.A. 600 c.c. A10, plunger, sgr., matching B.S.A. de luxe scooter sidecar. £254
'58 HORTON 600 c.c. Mod. 88 and Watkinson Women's. £254

SCOOTERS & HOPEDS

- '55 NSU Quickly Moped. £200
'56 KRIDLING Moped. Excellent condition. £250
'56 VICTORIA Arsenal 80, 15 miles only. £79
'57 VESPA, fitted screen, etc., as new. £109
'56 ADLER 90 c.c., electric starter. £115
'58 LAMBRETTA 150 c.c., low mileage, Superb. £115
'55 BELLA 200 c.c., tapered, red. £125
'58 NSU Prima, electric starter. £149

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Norton
A.J.S. MATCHLESS
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BALHAM S.W.12 Tel. BALHAM 4201/2

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FOR THE 'UP-TO-THE-MINUTE'
SELECTION OF 3-WHEELERS



With the new Mark E Bond Minicar parking is certainly no longer a problem. Comfort is equal to any large car, but with the Mark E petrol consumption is 85 miles per gal. with a cruising speed of 50 m.p.h. and cost only £379/13/9 incl. P.T.



The ever popular Heinkel having independent coil springs at front and a maximum speed of 50 m.p.h. with 80 miles per gallon is indeed a good buy at £394/15/- incl. P.T.

Also new models for immediate delivery of AC Petite, Reliant Regal, BMW Isotta, Gogomobile.

ALWAYS OVER 50 GUARANTEED USED 3-WHEELERS IN STOCK AT GREAT BRITAIN'S LOWEST PRICES

● Tax and Insurance included in M.P. Balance over 24 months.

300 USED CARS

Mostly under £400. On show at our greatly enlarged showrooms in Canterbury Road. Six months' written guarantee on all post-war cars.

1954 FORD Consul convertible, ext. fine	499
1954 FORD Anglia, low mileage	399
1950 SUNBEAM TALBOT 50 Sports saloon	399
1948 H.G. TD Sports, radio, A.I.	350
1951 SEVER 9 CAB Roadster	319
1948 STANDARD Vanguard, heater	299

PART EXCHANGES

Come to us with your exchange problems, whether you own a car, motorcycle or 3-wheeler.

See our other column advertisement in this issue.



3-Wheeler Showrooms:

KILBURN BRIDGE, N.W.6

Open Sundays 10-2 for inspection only
MAIDA VALE 6044 Open 9-5 Six Days

Car Showrooms:

Canterbury Road, N.W.6

MOTOR CYCLES MISCELLANEOUS

CHITHAM & DAVIS, Ltd., 44, High St., Eitham.

1952 Excelsior 197cc; £35.

1938 Velocette 500cc; £20.

1946 (regd.) Velocette 350cc, taxed; £20.

1946 (regd.) Royal Enfield 350cc; £15.

1949 B.S.A. 250cc ohv; £35.

1952 Ariel 500cc Red Hunter; £45.

1953 Excelsior 250cc twin; £59.

1953 Sunbeam 87; £79.

1951 Triumph Thunderbird, sprung hub; £79.

1956 Francis-Barnett 225cc; £89.

1957 Velocette Viper 350cc, 5,000 miles only, almost unmarked; £185.

1956 Matchless 500cc; £149.

COMBINATIONS

1953 Royal Enfield 700cc twin, c/a s/c; £139.

1949 A7 B.S.A. c/a s/c; £89.

1949 B.S.A. 500cc twin, c/a s/c, reconditioned engine; £120.

1953 Ariel 600cc sv single-seater c/a; £135.

1952 Ariel 600cc d/a s/c; £129.

1957 A.J.S. 500cc, 4,000 miles only, c/a s/c, indistinguishable from new; £237/10.

50 other solos and sidecar outfits to choose from; post-I enquiries are our speciality; terms and exchange—44, High St., Eitham.

CHITHAM & DAVIS, Ltd., 15-17, Station Rd., Swanley, Kent.

MINIMOTOR, running order; £7/10.

POWERPAK, running order; £7/10.

1957 Mobyette Moped; £27/10.

1957 N.S.U. Quickly de luxe; £47/10.

1957 N.S.U. Prima de luxe, self starter, as new; £130.

1950 B.S.A. 250cc ohv; £42/10.

1955 B.S.A. 250cc ohv; £89.

1956 B.S.A. 250cc ohv; £95.

1956 B.S.A. C10; £77/10.

50 other machines to choose from; postal enquiries our speciality; main Lambretta sales and service; also Greeves, Matchless, etc.—Swanley Junction.

HARROVIAN GARAGE OF SOUTH HARROW.—

Over 20 good combinations in stock including:—

PANTHER 1951 600cc and Watsonian Maxstoke large c/a s/c, recent complete overhaul; £39.

SUNBEAM 1954 57 Watsonian Maxstoke large c/a s/c, immaculate unscratched condition; £169.

B.S.A. 1952 600cc, almost new c/a s/c, very good condition; £87.—160-162, Northolt Rd., South Harrow, Tel. Byron 6022. Open to 7 o'clock.

REX JUDD.—1956 197cc Ariel, legshields, windscreen, very low mileage, one owner; £89.

REX JUDD.—1956 500cc A.J.S. twin, 15,000 miles, super clean; £195.

REX JUDD.—1955 125cc B.S.A. Bantam, sprung frame, very smart with extras; £60.

REX JUDD.—1951 250cc B.S.A. C10, sv, neat little job at bargain price; £49.

REX JUDD.—1955 350cc B.S.A., nice condition throughout, carefully used; £119.

REX JUDD.—1954 500cc B.S.A. M33, sprung frame, very clean mechanically, as new with Watsonian Avon sports chair; £160.

REX JUDD.—1954 500cc Matchless G9, Avon screen, carrier, very carefully maintained; £145.

REX JUDD.—1956 350cc Norton s/arm, super clean, complete overhaul; £155.

REX JUDD.—1954 650cc Triumph T110 with Avon Pairing, very clean and smart; £165.

REX JUDD.—1958 200cc Velocette Valiant ohv, as brand new, used as demonstration model only; £195.

WE have a large number of other machines which cannot possibly be listed and it will pay you to make a visit as no responsible offer would be refused to clear end of season's bargains.—High St., Edgware 3944/0862.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., 434-436, Hertford Rd., Enfield, Tel. Howard 1631, 2923.

1956 550cc B.S.A. B31 with windscreen; £149.

1955 96cc Excelsior Consort; £37/10.

1955 130cc James Cadet, one owner; £85.

1957 530cc Ariel Red Hunter; £139/10.

1955 600cc Panther with c/a s/c; £175.

1954 96cc Norman autocycle; £35.

RAY KEMPSTER, Ltd.,—1954 A.J.S. 800cc twin, £139; 1956 Matchless 600cc twin, £189; 1955 B.S.A. B31 s/arm, £119; 1957 Norton 88, £219; 1952 Sunbeam 57 and Avon s/c, £119; 1957 Excelsior Gooderbyke, £69; many others, exchange, terms, insurance, etc.; personal attention; full satisfaction—544-546, Upper Richmond Rd West, East Sheen, S.W.14. Pre. 9450.

JORDANS, STORY STREET, HULL. Telephone: 14131. Open all day Saturday.

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THE POSTAL SPECIALISTS

THE FINEST SELECTION
OF SECOND HANDS
IN THE NORTH!

LATE SUMMER BARGAINS

	CASH
'57 B.S.A. 125 cc. Bantam Major de Luxe	£89
'57 TRIUMPH, 650 cc. T110, one-owner Model in excellent condition	£209
'56 P & H, 200 cc. Model 50, fitted Avon Pairing	£99
'57 ARIEL, 200 cc. NF, with dual seat, Avon Pairing	£159
'56 BARNETT, 197 cc. Falcon 70, dual seat, etc.	£89
'54 ENFIELD, 350 cc. Bullet, Avon Pairing, dual seat	£119
'53 A.J.S., 200 cc. Model 50 Twin, full width hubs	£159
'56 A.J.S., 350 cc. 103M, very clean model	£149
'56 NORTON, 350 cc. Model 60, spidom	£149
'56 VELOCETTE, 200 cc. LSE, water-cooled Twin, very clean	£299
'56 TRIUMPH, 650 cc. Thunderbird, spidom condition	£159
'56 AMBASSADOR, 225 cc. Villiers T/A single, a really nice model	£109
'57 TRIUMPH, 200 cc. Cub, swing arm suspension, as new	£119
'56 JAMES, 197 cc. Captain de Luxe, very clean	£89
'54 TRIUMPH, 650 cc. Thunderbird, spring hub, etc.	£129
'57 MAICO, 397 cc. Typhoon, immaculate performer	£179
'54 A.J.S., 350 cc. 103M, excellent condition	£129
'56 TRIUMPH, 200 cc. Speed Twin, Avon Pairing, s/w	£159
'56 NORTON, 600 cc. 198, full width hubs, one owner	£179
'56 MATCHLESS, 600 cc. G11, Twin, spidom	£179
'56 P & H, 600 cc. Model 100, super, very clean	£199
'56 A.J.S., 350 cc. 103M, one owner, as new	£159
'57 B.S.A., 300 cc. B31, chalcotte etc.	£199
'57 AMBASSADOR, 197 cc. Popular, nicely equipped, one owner	£99
'56 TANDON, 200 cc. Twin, Ansold T/S	£79
'56 MATCHLESS, 250 cc. 103/LB, spidom condition	£159
'56 LAMBRETTA, 150 cc. LDB, one owner, as new	£109
'57 D.E.W., 74 cc. Hobby	£79
'56 HEINKEL, 174 cc. Cabin Cruiser, one owner, as new	£319
'56 RELIANT, 7.5 h.p. Regal Coupe, bargain	£299

IMMEDIATE DELIVERY

HIGHEST ALLOWANCES in part exchange

(we will take your camera too!)

No payments during UNEMPLOYMENT, SICKNESS, etc.

1 1/3rd DEPOSIT

24 MONTHS TO PAY

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CAR

SCOOTER

MOTORCYCLE

THREE-WHEELER

and have a

Please send FREE Bargain List and details of "THE EASY JORDAN WAY"

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ADDRESS

JORDANS, STORY STREET, HULL

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NEW TYRES ON EASY TERMS

TAKE YOUR CHOICE FROM FIRESTONE
AVON DUNLOP GOODYEAR MICHELIN

Size	Dep.	Cash Price	Size	Dep.	Cash Price
320 x 8 5/8	£2 11 0		400 x 8 5/8	£3 5 6	
550 x 19 5/8	£2 19 6		325 x 19 10/4	£4 1 0	
375 x 19 8/8	£3 4 6		325 x 20 10/4	£4 1 0	
200 x 19 9/7	£3 13 6		350 x 19 11/8	£4 14 0	
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NEW BARUM TYRES
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275 x 19 4/8	350 x 19 6/8
300 x 19 5/8	400 x 19 7/8
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TUBES 12/-
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SPECIAL BARGAINS

MOTOR CYCLE COVERS
3 thou. P.V.C. 275 x 6ft. dia. **11/3**
Post & Pkg. 1/10
12th x 40. 22-8. Post & Pkg. 2/6
6 thou. P.V.C. shaped **21/-**
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With Screen Cover 20-8. Post & Pkg. 2/6

New Ex-Govt. PARAFFIN PRESSURE STOVES
Flame adjuster, 10in. ring, Boile kettle of water in 5 mins. In container 9 1/2 x 5in. With Spare **25/9**
Post & Pkg. 2/-

NORTON 500 c.c. S.V. ENGINE RECONDITIONED BY GOFF.
Complete with magneto and carburettor. Now offered at **£12.0.0** or 30/- deposit and 3 monthly payments of 20/5. Case & Cr. 25/-

New Ex-W.D. Poling Two-Wheeled Carriers. Fitted with 300 or 325 x 19 tyres on wire wheels. Width 22in. Closed 10in. Cash Price **£5** Over 15/-

JERRIGANS
NEW, Ex-Govt. 41 gall. **14/9**
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MOTOR CYCLES MISCELLANEOUS

SID FRANKLIN for low mileage, used bargains.
1955 Triumph 650cc T110, s/arm. very clean; £165/10.
1956 Triumph 650cc T110, s/arm. low mileage. immaculate; £175.
1956 Matchless 600cc O11 twin. low mileage, in superb condition; £175.
1955 Matchless 500cc O808 springer, very clean; £125.
1955 Francis-Barnett 150cc Kestrel, sprung frame, full-hubs, etc.; £55.
1953 A.J.S. 350cc 16MS, sprung frame, low mileage, well maintained; £85.
PART exchanges and hire purchase with pleasure.
SID FRANKLIN, 480, Barking Rd., Plaistow, E.13. [9475]
Albert Dock 1180.

PETER BROWN MOTORCYCLES, 6, Bromley Hill, Bromley, Kent, Ravensbourne 4812 and 6105.
1957 Norton 198, fitted 1958 Jet 80 with fibre glass body, superb outfit, taxed year; £275.
1958 B.S.A. Golden Flash with Swallow c/a on velvet chassis, immaculate; £285.
1951 Matchless G3, complete engine overhaul. fitted Jet 80, all extras; £155.
1955 Triumph 110 with many extras, taxed, a very fast solo; £155.
1954 Triumph Tiger 100, s/a, taxed, extras, very clean; £155. [C1014]

FISHERS OF ACTON offer the following unrepentable bargains from their ever changing stock: 1/2 dep., balance 12, 18 or 24 months.

1947 Norton 600 c/a, saloon, choice of 5; £28/10.
1949 Norton ES2 500cc, c/a saloon; £29/10.
1950 Royal Enfield J2 500cc and chassis; £49/10.
1949 Royal Enfield model C 350cc, teles.; £29/10.
1947 B.S.A. B31 350cc, teles; £29/10.
1947 B.S.A. B33 (reg'd. '38), 500cc, teles.; £29/10.
1956 Norton 88 500cc sv. arm twin, full-width hub; £139/10.
1947 Norton 16H 500cc, teles.; £29/10.
1951 B.S.A. Bantam 125cc springer; £29/10.
1954 B.S.A. Bantam 125cc springer, many extras; £49/10.
1954 Ariel 1000 cc, Pour 4 Pasout d/a saloon, exceptional; £219/10.
1955 B.S.A. A10 springer, d/a saloon, brake wheel chassis; £239/10.
1951 Triumph ST 500cc twin, sprung hub Avon sidecar on A-type chassis; £119/10.
1952 Triumph 6T 650cc twin sprung hub d/a sidecar, as new; £159/10.
1950 Ariel 500 twin springer; £55.
1949 Vincent Black Shadow; £109.
1953 Matchless 350, sprung frame; £75.

SEE also under miscellaneous sidcars—44, Western Ave., East Acton, W.3. Shepherds Bush 5007, 3 mins. Acton Underground. [C1005]

AUBREY BOSWORTH for all kinds of new and used scooters and motor cycles, on easiest terms, part exchanges, immediate delivery.
385 High Rd., Kilburn, N.W.8. Tel. Maids Vale 0982. [C1170]

CALLERS only: motorized cycles from 5gns cash (some needing attention); motor cycles from 5gns cash (some needing attention); open 9-7 week-days and Saturdays—Howland Smith, Hampstead High St. (Tube), N.W.3. [C1114]

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MERCURY offer—
£295—1948-50 860 Renault saloon, blue.
£245—1948 Morgan F4 4-seater, blue, new hood.
£195—1947 Morgan F4 4-seater Girling.
£195—1939 Morgan 44 2-seater, spare wheel, red.
£175—1939 Morgan F super 2-seater, cream.
£175—1954 Bond Minicar, red, spare wheel.
£155—1955 Morgan Super Sports, green, nice condition.
£145—1956 M.G. PA 8hp 4-seater.
£125—1954 Morgan Sports obv Matchless.
£115—1954 Morgan Super Sports obv Jap. choice of 2.
£95—1952 Bond Minicar 197cc, grey.
£55—1928 Austin Swallow tourer, excellent vintage car.
CHOICE of several other Morgan 3-wheelers.

ONE-THIRD deposit on all cars, balance 12, 18 or 24 months, your motor cycle or combination in part exchange; tel. or write for list: 9-6 week-days, 10-1 p.m. Sunday for inspection.

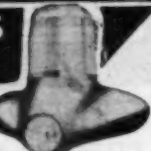
MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley. Wembley 6056-9. [C1064]

CARS, vans, and new Morgans—Ron McKenna, Stretford, Manchester. [C1066]

COMERFORDS—New Austin A35, Ford Popular, Heinkel, Messerschmitt, Bond, Reliant; m/c taken in exchange.—Forthmouth Rd., Thames Ditton, Surrey. Esherbrook 5531. [C1006]

ACCESSORIES

FAIRINGS
£5.19.6
CASH OR TERMS



THE BEST AT THE LOWEST PRICE

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P. & C. (the illus.) £5 19 6
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LIGHTWEIGHT £8 12 0
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Carriage extra

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FROM 8/6

Black Enamelled 8/6
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All Chrome Manganese Type with Detachable Baffle, 1 1/2 in. Dia., 19-6. All Chrome replacement silencers for Ariel, B.S.A., Triumph, A.M.C., Norton, etc., from 27/6 each. Also the full range of Burgess Silencers in stock.
Post & Pkg. 2/10

DUAL SEATS

TEAMSTAR £3 9 11
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JUNIOR MODELS £3 15 0
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REPLACEMENTS FOR A.M.C.
ETC. FROM £4 10 0
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FLEXIBLE EXHAUST TUBING

Adaptors sealed joint. **2/9**
1 1/2", 1 1/4" and 1 1/2", per ft.
1 1/2", 1 1/4", 3/4", per ft. 1 1/2", 2", 3/4" per ft. Post & Pkg. up to 3/6 max. for 6 feet. All sizes are internal diameter.

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SAVE MONEY BY FITTING P. & C. RETHINKER GUARANTEED CHAIN AT ALMOST HALF NORMAL PRICE.
1 x 3/32 5/9 per foot.
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1 x 1/2 6/9 per foot.
STATE LENGTH REQUIRED.
Post & Pkg. approx. 2/6 per 6ft. length.

DUAL SEAT AND SADDLE TOPS

SADDLE TOPS
Small 8/6
Large 10/6

DUAL SEAT COVERS
Plastic, black or tartan, 8/6.
Strong replacement covers from 15/-.
Pillion Seat Top, 9/6.
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LEGHIELDS
Heavy quality steel, enamelled in black, maroon, green or grey.
16/6 pair
Quality **23/6**
All **39/6**
Chrome per pair

CURVED LEGHIELDS
Black, per pair 35/6
Colours, per pair 37/6
Post & Pkg. 2/6

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ALL CHROME

As illus. **23/6**
SINGLE CRASH BAR **13/6**
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Black Enamelled Flat Steel with Folding Feet
11/6 each to illus.
ALSO

Tailored for individual machines, swinging arm or plunger in makers' colours. **47/6** pair
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PANNIER BAGS

STRONG CARTRIDGE PANNIER BAGS in pleasing shade of tan, waterproof, with strong fixing straps and fold-over top. **8/6**
12 x 18 x 14in. **15/6** RACER.
These bags are better sold at one-third of list price.
P.V.C. PANNIER BAGS IN BLACK, 45/- pair.
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SHEET CELLULOID

2/3 PER SHEET
15 THOU. 36" x 18"
30 36
Size 18 x 24in. 8/6 8- 11-
22 x 24in. 9- 11-3 16-
24 x 24in. 11- 16- 22-
24 x 24in. 16- 22- 25-
Special transparent plastic non-crack windshield apron material, 27 x 24in. 12-
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WE SPECIALISE IN SPEEDY GUARANTEED REPAIRS
Spares for LUCAS, E.T.H., MILLER, WIDO, VILLIERS, etc.

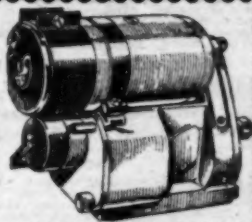
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EX-W.D.
LUCAS MAG-
DYNAMOS

2 Brush type.
Clock or anti-
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Post & Pkg. 4/8
Dynamo only
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Mag. for
bikes only
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Reconditioned
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30/-



MILLER

Streamlined
Motorcycle
Spotlight

Chrome-plated
with adjust-
able bracket.
4 1/2 in. diameter.
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MAGNETOS 50/-

Lucas and
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tested,
anti-clock
rotation.

State make, etc. 50/- Renown
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Used with switch
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meter. 29/6

New 'Ex. Govt.
Fin. Loans' 39/6
Also NEW 7 in.
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Black 10/6

New, Black 18/9

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Chrome Plated

Chrome Push 3/8

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New Ex-W.D. Smiths

80 m.p.h. 32/6

Non-trip Year Speeds Head

revised, clock and

15/6

Exchange Head D

type 19/6, 50 m.p.h.

non-trip 30/- Trip

model 32/6, Smith's

new trip model 70/-

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J.P. ENGLISH ELECTRIC MOTOR

New
Surplus
250/350
v. A.C. 50
cycles,
single phase
2,500 r.p.m.
Induction type.
Self-start. Carr. 5/6.



NEW BATTERIES

6 v. standard

type with end-
less terminals.

17/6

Heavy duty

22/6

New Anti-vibration

Post & Pkg. 5/8

Carriers 6/8

55/-

P. & P.

2/-

EX-RAF JET FIGHTER 8 DAY CLOCKS

PRECISION INSTRUMENTS
BY FAMOUS AMERICAN
MANUFACTURER

Made to meet the exacting re-
quirements of men whose lives
may depend on perfect time.
Dial 1 1/2 in. diameter. Case 2 1/2 in.
x 2 1/2 in. Complete with three-
second hand. Offered at a
fraction of manufacturing cost.



EASY TERMS

7/6 DEPOSIT SECURES

GOODS VALUE £3. BAL-

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MENTS OF 5/15. LARGER

AMOUNTS PRO RATA.

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PRIDE & CLARKE LTD

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Phone: BR1 6251. Grams: PRICLARKE LONDON

Wants to Buy or Sell? Write to: PRIDE & CLARKE LTD

A.C. PETITE

GODFREY'S, Ltd., for A.C. Petite 3-wheelers at all
depots, including Bushwood Corner, Leytonstone,
E.11. See display advertisements. (C1052/R)

A.C. PETITE WANTED

GEORGE CLARKE pay most.—278, Brixton Hill,
S.W.2. Tulsa Hill 3211. (W1019)

CLAUDE RYE urgently require A.C. Petite: top
prices paid: h.p. accounts settled.—599, Fulham
Rd., S.W.6 Renown 6174. (W1105/R)

AUSTIN

SLOCUMBS, Ltd., exchange your motor cycle or car
with us for real after sales service.—Willesden
4869/3934. (C1103)

CONWAY MOTORS agents for all the new Austin
range A35 saloons and A35 vans etc. immediate or
early delivery on most models, exchanges welcome.
301-307, Goldhawk Rd., Shepherd's Bush, W.12
(Sales). River 4672-3. (C1021)

NEW Austins A35 and Metropolitan from stock, ex-
ceptional part exchange allowances on good last
machines and 3-wheelers: lowest possible h.p. rates:
you must get our quotation.—Commerford, Portsmouth
Rd., Thames Ditton, Esherbrook 5531. (C1006)

BERKELEY

CONWAY MOTORS.—£349, 1957 Berkeley sports with
320cc Ansani engine, red finish, low mileage, ex-
changes welcome. 301-307, Goldhawk Rd., Shepherd's
Bush, W.12 (Sales). River 4672-3. (C1021)

B.M.W. ISETTA

COMERFORDS.—£273!!! 1957 Isotta in very nice
condition.

COMERFORDS.—£295!!! 1956 Isotta fitted extras.
—Portsmouth Rd., Thames Ditton. Emb. 5531. (C1006)

CLAUDE RYE, Ltd., for your new B.M.W. Isetta,
immediate delivery: terms, exchanges welcomed.—
595-621, Fulham Rd., S.W.6. Renown 6174. (C1105/R)

SLOCUMBS, Ltd., the B.M.W. Isetta enthusiasts:
exchanges, cars or motor cycles.—Willesden 4869-
3934. (C1103)

WHITBY'S OF ACTON.—Immediate delivery new
Isetta: h.p. exchanges.—278, Acton Vale, Lon-
don, W.3. Sho. 5355. (C1128/R)

GODFREY'S, Ltd., immediate delivery Isetta Run-
abouts: demonstration: terms, exchanges all
depots.—See display advertisement. (C1058/R)

B.M.W. ISETTA WANTED

GEORGE CLARKE pay most for B.M.W. Isetta.—278,
Brixton Hill, S.W.2. Tulsa Hill 3211. (W1019)

BOND MINICAR

ROWLAND SMITH'S for Bond.

NEW models in stock.

225 cc.—Bond Minicar, August 1956 4/1 family,
electric starter, choice two Bonds: terms, ex-
changes, list. Open 9-7 week-days and Saturdays.—
Rowland Smith, Hampstead (Tube), N.W.5. Ham.
6041. (C1114)

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the largest Bond distributor.

ALL new models in choice of colours for immediate
delivery: also a large selection of reconditioned
used models.

SPECIAL Bond Service and Spares Dept., Kilburn
Bridge, N.W.6. Malda Vale 6044. Open 9-7
(Sats. 9-5). (C1130/R)

GEORGE CLARKE MOTORS for Bond bargains.

3-seater; £169/10.

1955 3-seater, red; £219/10.

1958 beige 3-seater, bronze, £229/10; terms, ex-
changes.—Geo. Clarke Motors, Ltd., 275-9,
High St., Acton, W.3. Acorn 6543. (C1018)

BEST selection, best exchanges, best terms: best buy
your new or used Bond Minicar now from

NAYLOR & ROOT, Ltd., Motor Cycle House, 25,
East Hill, S.W.18. Bat. 2232. (C1098/R)

BIRMINGHAM Distributors.—County Cycle & Motor
Co., 263-6, Broad St. Exchanges welcomed, all
spare parts. (C1084/R)

KENBOURNE MOTORS, Bournemouth.—3-wheeler
distributors, models from stock; part-ex. welcome.
—Winton 1802. (C0542)

COMERFORDS for Bond and 1,000 other machines:
lowest possible h.p. rates.—Portsmouth Rd., Thames
Ditton, Esherbrook 5531. (C1006)

GODFREY'S, Ltd., for Bond Minicar 3-wheelers
at all depots, including Bushwood Corner, Leyton-
stone, E.11. See display adverts. (C1052/R)

KENT.—Distributors for Bond Minicar: delivery
from stock.—R. O. Fritchard, Ltd., Chalkwell Rd.,
Sittingbourne. (C0076/R)

CLAUDE RYE, Ltd., for your new Bond Minicar:
immediate delivery: terms, exchanges welcomed.—
595-621, Fulham Rd., S.W.6. Renown 6174. (C1105/R)

GODFREY'S, Ltd., the 3-wheeler specialists: Bond
spare parts, sales and service all depots: see display
advert.—Over-the-counter Bond spare service at 427,
Brighton Rd., Overydon. Up. 5875. (C1052/R)

CLOTHING ON EASIEST OF TERMS

P & C "NEW CLUBMAN" SUIT

ONLY £8.5.0 OR 15/7 deposit

and 6 monthly payments of 20/8.

* 12 MONTHS GUARANTEE.

* MADE FROM TRIPLE LIFE FLEECER

* BACKED NON-CRACK PVC.

* LOOKS AND FEELS LIKE SOFT GRAINED

* BLACK LEATHER.

* 100% WATERPROOF—ALL SEAMS ELE-

* TRICALLY WELDED.

* PETROL, OIL AND ACID PROOF.

* FULL ZIP FRONT—GSM. PRESS STUDDED

* STORM FLAP.



* LARGE WATERPROOF POCKETS.

* GENEROUSLY CUT—FULLY BELTED STYLE.

* TROUSERS BELTED—PRESS STUD ANKLE FASTENERS.

* AS ABOVE WITH DETACHABLE QUILTED LINING

Or 19/4 deposit and 6 monthly payments of 25/8

Obtainable Only from Price & Clarke, P. & P. 2/11.

P & C "365" COAT

Black grained P.V.C. 100% stormproof. Seams

welded. Detachable lining, three pockets. Tummy

pad, all fittings. Post & Pkg. 5/11

THE KEEN MOTORCYCLISTS' COAT.

CASH PRICE £7.2.6

or 17/9 dep., 6 mthly. p'ments of 23/5

obtainable only from Price & Clarke.

Unlined 26/5/- Post & Pkg. 5/11

OVER 300 ARMAIDRAKE AND BELSTAFF COATS

AND SUITS AVAILABLE ON EASY TERMS



KANSAS JACKET

Black leather grained P.V.C. Large nylon

fur collar, full zip front and belt, 3 pockets,

terton lining. £5.12.6 or 14/10 dep.

and 6 monthly payments of 11/10

Also finest quality leather, real beaver

collar. Heavy wool terton

lining. £12.15.0

Or 31/10 dep. & 6 monthly payments of

11/10 Post & Pkg. 5/6

WATERPROOF OVER-

TROUSERS 12/6

HEAVY QUALITY 21/-

P. & P. 1/3

R.A.Y. GILE GLOVES

GLOVES 8/11

P. & P. 1/2

P.V.C. BELT CAPS 7/6

P. & P. 1/2

NEW EX. VII

GOOGLES 10/3

P. & P. 1/2

P. & C. ALASKA JACKETS

Waterproof 100% or

awn gabardine. 21/-

Quilted lining. 21/-

Nylon fur col-

lar. 31/-

31.15.0

3/4 deposit and

6 monthly pay-

ments of 12/4

With Luxurians

Nylon fur

collar. 31.15.0

Lining. P. & P. 2/6

P. & C. ALASKA JACKETS

Luxurians Rheoplastic Lining throughout with

Large Storm Collar. Two-tone Grey and Black

or Black or Brown only. Best fastening—up

slips. Full zip front and 2 zip pockets and

thicket pocket with press stud fastening.

Size 34 to 44 in. Cash Price

£28.19.6

Wash or Rip length.

Or 22/4 deposit and 6 monthly payments of

29/8 Post & Pkg. 3/6

P. & C. AQUASATS

Strong P.V.C.

impregnated mat-

erial. Press-stud

fastening. 10/6

Only.

Size 34 to 44 in. Pair

Post & Pkg. 1/-

P. & C. FLYING JACKET

Luxurians Rheoplastic Lining throughout with

Large Storm Collar. Two-tone Grey and Black

or Black or Brown only. Best fastening—up

slips. Full zip front and 2 zip pockets and

thicket pocket with press stud fastening.

Size 34 to 44 in. Cash Price

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Size 34 to 44 in. Cash Price

£28.19.6

Wash or Rip length.

Or 22/4 deposit and 6 monthly payments of

29/8 Post & Pkg.

BOND MINICAR

BOND MINICAR, Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away; exchange, h.p. terms.—Loxham's Garage, Ltd., Motor Cycle Dept., Finbergate, Preston, Tel. 1243. [C1023/R]

CONWAY MOTORS—£225. 1957 Bond Minicar Mk D 2-seater hard top, chrome finish, 5,000 miles only, flashing indicators, spare wheel etc., one careful owner.—501-507, Colshaw Rd., Shepherd's Bush, W.12 (Sales), River 4872-3. [C1021]

FOR your new or 2nd-hand 3-wheeler King's of Oxford have a stock of new and second-hand models immediate delivery, hire purchase arranged, no guarantors or references required, send for our list of used 3-wheelers, and details of our build up deposit scheme and payments insurance scheme which safeguards your payments in the event of accident, unemployment or sickness, almost anything taken in part exchange, 24 hours by post or 15 minutes in our showrooms; your satisfaction guaranteed at—King's Motors (Oxford), Ltd., New Rd., Oxford. Tel. Oxford 48459.9. [C1171]

BOND MINICAR WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2, Tulse Hill 5211. [W1019]

ROWLAND SMITH'S, the Bond Minicar buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

BOND Mini wanted; cash or exchange.—Ron McKenna, 961, Chester Rd., Manchester. [W1086]

CLAUDE RYE urgently require Bond Minicar; top prices paid; h.p. accounts settled.—890, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

CORONET

BLUE STAR GARAGES, Ltd., sole distributors, Fortune Green Rd., N.W.6. Tel. Swiss Cottage 5460. [C1038/R]

WATKINSON MOTORS for immediate delivery; exchange; free tuition plus all usual facilities.—Stockwell Rd., S.W.9. Bri. 2838. [C1174/R]

FIAT

SLOCUMBER, Ltd., the Fiat enthusiasts, exchanges, cars or motor cycles.—Willenden 4869/3934. [C1103]

FORD

COMERFORDS for Ford—New Popular for immediate delivery; motor cycles, 3-wheelers taken in exchange.—Portsmouth Rd., Thames Ditton, Ebb. 5531. [C1006]

GOGGOMOBIL

SOLE concessionaires for U.K.—Goggomobil, Ltd., 95, 99, Old Brompton Rd., S.W.7. Kni. 7705-6-7-8. [C1117/R]

COMERFORDS—£435!!! 1958 Goggomobil Mk. 1, synchronous, new condition.—Portsmouth Rd., Thames Ditton, Ebb. 5531. [C1006]

CLAUDE RYE for your new Goggomobil, immediate delivery, exchanges welcomed; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

CONNAUGHT ENGINEERING, England's largest distributors, new and used Goggomobils always in stock.—Portsmouth Rd., Sand, Surrey. Ripley 3122. [G514]

HEINKEL

COMERFORDS—£325!!! 1957 Heinkel, grey, nice condition.—Portsmouth Rd., Thames Ditton, Ebb. 5531. [C1006]

SLOCUMBER, Ltd., the Heinkel enthusiasts, exchanges cars for motor cycles, Willenden 4869/3934. [C1103]

GODFREY'S, Ltd., for Heinkel 3-wheeler at all depots, including Bushwood Corner, E.11. See display advts. [C1052/R]

WHITBYE OF ACTON—Immediate delivery new Heinkel Cabin Cruiser; exchanges, terms.—273, Acton Vale, London, W.3. She. 5355. [C1028/R]

CLAUDE RYE, Ltd., for your new Heinkel, immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

1957 Heinkel Cabin Cruiser 3-wheeler, one owner, heater, spare wheel, immaculate; choice of 2 from £310 or terms.—Whitby's, 273, The Vale, Acton, W.3. Shepherd's Bush 5355. [C1128/R]

310 gms.—Heinkel 1957 (registered 1958) cabin cruiser, ser, electric starter, heater, one careful owner, year's tax; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

HEINKEL WANTED

GEORGE CLARKE pay most for Heinkel.—278, Brixton Hill, S.W.2. Tulse Hill 5211. [W1019]

CLAUDE RYE urgently require Heinkel; top prices paid; h.p. accounts settled.—890, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

MESSERSCHMITT

CONCESSIONAIRES for U.K., including spares.—Cabin Scooter (Associated), Ltd., 90, George St., London, W.1. Hunter 0509. [C1082/R]

GODFREY'S, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advts. [C1052/R]

COMERFORDS for Messerschmitts, new and second-hand; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton, Ebb. 5531. [C1006]

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£239/10.—Messerschmitt 1957 KR200 de luxe cabriolet, cream and red, as new, terms, exchanges.—Geo. Clarke Motors, Ltd., 275-9, High St., Acton, W.3. Acorn 6543. [C1018]

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GODFREY'S, Ltd., for Reliant Regal 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advertisements. [C1052/R]

CLAUDE RYE, Ltd., for your new Reliant: immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

£269/10.—Reliant Regal 1955 Mk. II coupe, grey, 1957 model, hard top, grey; £349/10, terms, exchanges.—Geo. Clarke Motors, Ltd., 275-9, High St., Acton, W.3. Acorn 6543. [C1018]

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GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2, Tulse Hill 5211. [W1019]

ROWLAND SMITH'S, the Reliant Regal buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

CLAUDE RYE urgently require Reliant; top prices paid; h.p. accounts settled.—890, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

CLAUDE RYE, Ltd., for your new Reliant; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

1957 Heinkel Cabin Cruiser 3-wheeler, one owner, heater, spare wheel, immaculate; choice of 2 from £310 or terms.—Whitby's, 273, The Vale, Acton, W.3. Shepherd's Bush 5355. [C1128/R]

310 gms.—Heinkel 1957 (registered 1958) cabin cruiser, ser, electric starter, heater, one careful owner, year's tax; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

RELIANT REGAL WANTED

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ROWLAND SMITH'S, the Reliant Regal buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

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GODFREYS, Ltd., for all popular sidecars, all depots. -Malda Vale 6044. Open 9-7, Sat. 9-5. [M1150/R]

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MUNDAYS, London leading sidecar specialists and rider agents for Watsonian, Swallow, Canterbury, Blacknell, Raven, Streamline, Garrard and Wessex sidecars.

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NEW Canterbury, Swallow and Watsonian in stock, terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Tel. 4641. [M1114/R]

PRIDE & CLARKE, sidecar specialists, -200 new and used models; spares for every make; see our display advert, page 41.—Stockwell Rd., S.W.9. Brixton 6251. [M1098/R]

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SLOCOMBE & READER have a magnificent selection of new side cars to match any model, including Watsonian, Swallow, B.S.A. Bumar, Garrard, Canterbury, Blacknell, Surrey; fitted free by experts; hire purchase terms and exchanges.—229, 271, Newson Lane, N.W.10. Gladstone 3355—6 lines. [M1115/R]

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BUSHMAR—Makers of the world renowned "Safety" chassis; see our luxurious range of "Comfort and Safety" sidecars at all leading dealers throughout the country.—Illustrated catalogue from Blacknell Sidecars, Ltd., Thomas Factory, Alfred St., South Nottingham. Tel. 42183. [M082/R]

BUSHMAR make for best family sidecars.—Write for free illustrated brochure to Bushmar, Ltd., Field St., Blackpool. [M1005/R]

COMERFORDS, Surrey distributors for Bumar sidecars.—Delivery from stock, including Astral.—Thames Ditton, Emsbrook 5551. [M1006]

CANTERBURY SIDE-CARS invite enquiries on their child/adult double adult models at Arisdale Ave., 6th, Ockendon, Romford, Essex. 24th, Ockendon 2224 (7 lines). [M030/R]

GARRARD SIDE-CARS—Write for catalogue and details of the revolutionary swinging arm Grand Prix £90/15 including tax, the greatest advance in sidecar design in 50 years.—76, Walmer Rd., London, W.10. Tel. Ledbury 1612. [M0193/R]

RANKIN SIDE-CARS, Ltd., Ash Rd., Saltley, Birmingham, 6.—Write for catalogues, etc. [M030/R]

RAVEN sidecars, write for details of our inexpensive range of sidecars.—76, High St., Cheshunt, Herts. Waltham Cross 3080. [M051/R]

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SEND for brochures.—Streamline Sidecars, Ltd., Rectory Lane, Loughton, Essex. Lou. 4936. [0223/R]

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SURREY SIDE-CARS for lightweights.—Station Works Coulsdon, Surrey. Uplands 8752. [0627/R]

WATSONIAN SPARE PARTS

WEST LONDON MOTOR AGENCIES, Ltd.

WE carry the largest stock of Watsonian spares in West London.—436, Uxbridge Rd., W.12. She. 1121. [B1133]

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SIDECARS WANTED

MODERN sidecars urgently required.—146, Brixton Hill, S.W.2. [0508/R]

MODERN sidecars or chassis urgently required.—Munday's, 124, Dalbury Rd., Brixton, S.W.2. Tel. 5365. [W107/R]

SIDECARS SPARE PARTS

PRIDE & CLARKE—Huge stock of all makes: quotations, c.o.d.; easy payments.—158, Stockwell Rd., S.W.9. Brixton 6251. [M1098/R]

CANTERBURY SIDE-CARS offer a full and comprehensive range of spares of all types; keen in price and speedy in dispatch; fully illustrated spares catalogue available, 2/- post paid; enquiries from your local dealer or direct to: Canterbury Sidecars, Ltd., Arisdale Ave., South Ockendon, Romford, Essex. Tel. South Ockendon 2224. [0321/R]

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LAMBRETTAS for self-drive hire.—White and Martin, 18, Ashfield Parade, Southgate, N.14. Tel. 1035. [M1152/R]

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HOE STREET GARAGE, Ltd.—Amal, Villiers, S.U. spares c/ntr. c.o.d.—414, Hoe St., W'slow, E.17. Tel. Cop. 1710. [0681]

COMERFORDS.—Bing and Magura carburettor spares and controls from stock; trade and retail; c.o.d.—Forthmouth Rd., Thames Ditton. [M1006]

U.K. Distributors for Bing carburettors and spare parts.—Industria (London), Ltd., 248, Holloway Rd., N.7. North 6361. [0215]

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BLY'S PLASTICS, celluloid, Cohes, Vytac, Perspex sheet; see "Hoods, Screens and Muffs" Perspex section. [0563/R]

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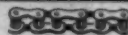
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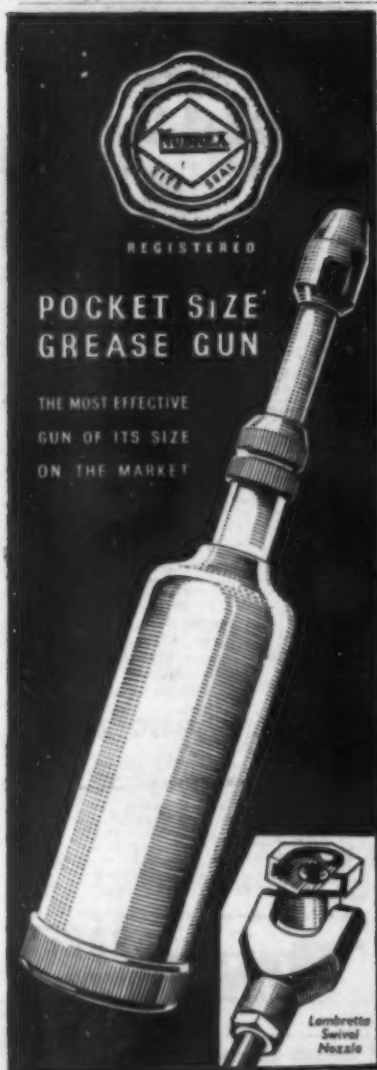
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PRIDE & CLARKE—Lucas, Miller, Wico and Villiers ignition spares and repairs; quotations by return; send for list.

158 Stockwell Rd., S.W.9, Brixton 6251. [M1096/R]

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CLAUDE RYE, Ltd., the motor cycle people, cover on the spot comprehensive rates.—895-921, Fulham Rd., London, S.W.6, Renown 6174. [M1105/R]

WHITBYS OF ACTON, Ltd.—Renown rates, immediate issue of cover notes; let us quote you 273, Acton Vale, London, W.3, Shepherd's Bush 5355-6. [M1128/R]

COMPETITIVE quotations for riders and machines of all ages.—Charles L. Jones & Co., 32, Upper Maudlin St., Bristol, Tel. 22717 and 119, Dale End, Birmingham, 4. [0232/R]

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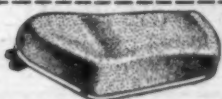
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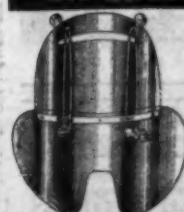
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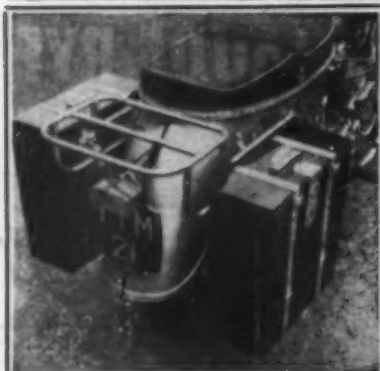
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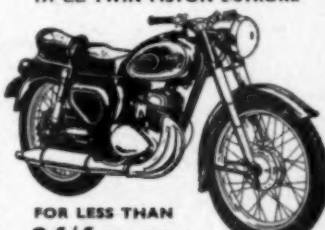
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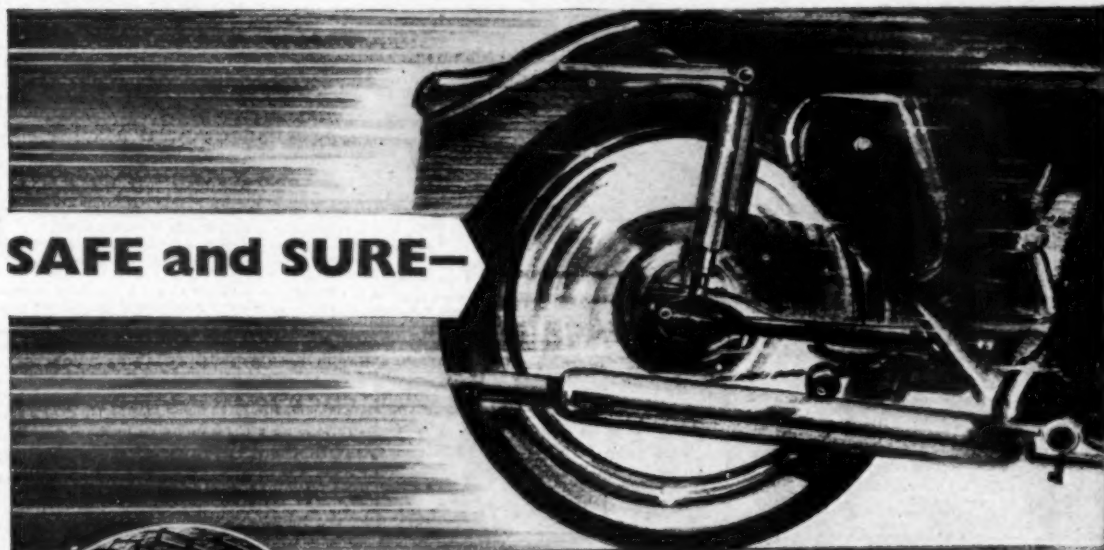
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